

Latitude 38

VOLUME 108, JUNE 1986

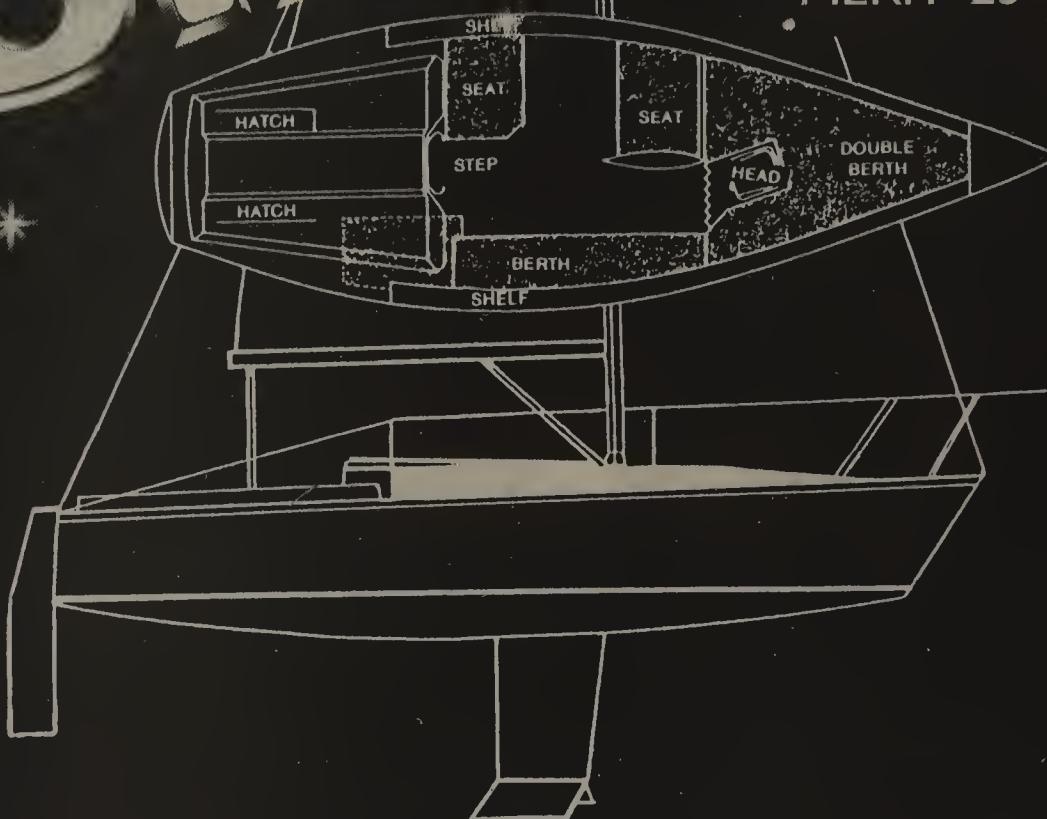
CIRCULATION: 40,000



PAID
U.S. POSTAGE
BULK RATE
SAN RAFAEL
Permit No. 210

MERIT 23

LOA: 22'6"
LWL: 19'0"
Beam: 8'2"
Displ: 1700 lbs.
Draft: 4'8"



One Year
Free Berthing

SAIL YOUR OWN WINGED KEEL
FOR ONLY \$12,950

(Includes trailer, main & jib)

A new dimension in the Merit racing tradition! This boat is engineered to provide more lift going to weather and greater stability for sail carrying speed — perfect for SF Bay! Available in fixed or retractable keel styles.



2639 BLANDING AVENUE, ALAMEDA CALIFORNIA 94501 • PHONE (415) 521-5900

Svendle in the Land of Phrf, A True Story!

Myles Ringle



Svendle*

Once upon a time in the land of Ggyc there lived a ferocious monster named Svendle. Svendle was a svashbuckler who would sweep down and swallow the competition! This winter in the famous racing series in the land of Ggyc, Svendle was first in the class of Phrf. (According to the spectators, Svendle ate everybody in sight.)

Sven Svendsen (distinguished proprietor of Svendsen's Marine in the land of Alameda) is the master of Svendle and swears by the sails that are the power of Svendle: Pineapple Sails.

The Power of the Pineapple can be yours! And victory in the land of Yra.

DEALER FOR: Henri-Lloyd Foul Weather Gear • Headfoil 2
Sails in need of repair may be dropped off at: Svendsen's in Alameda
West Marine Products in Oakland • Boaters Supply in Redwood City

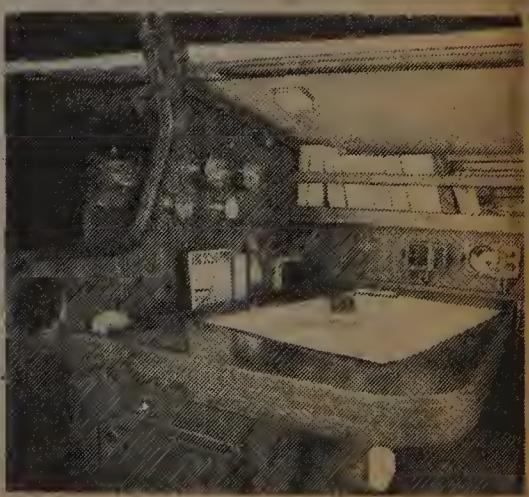
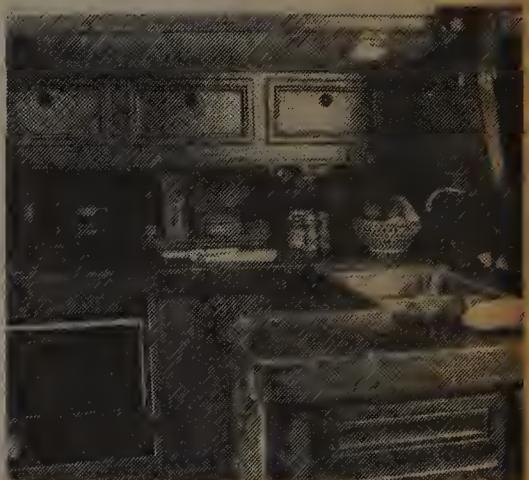
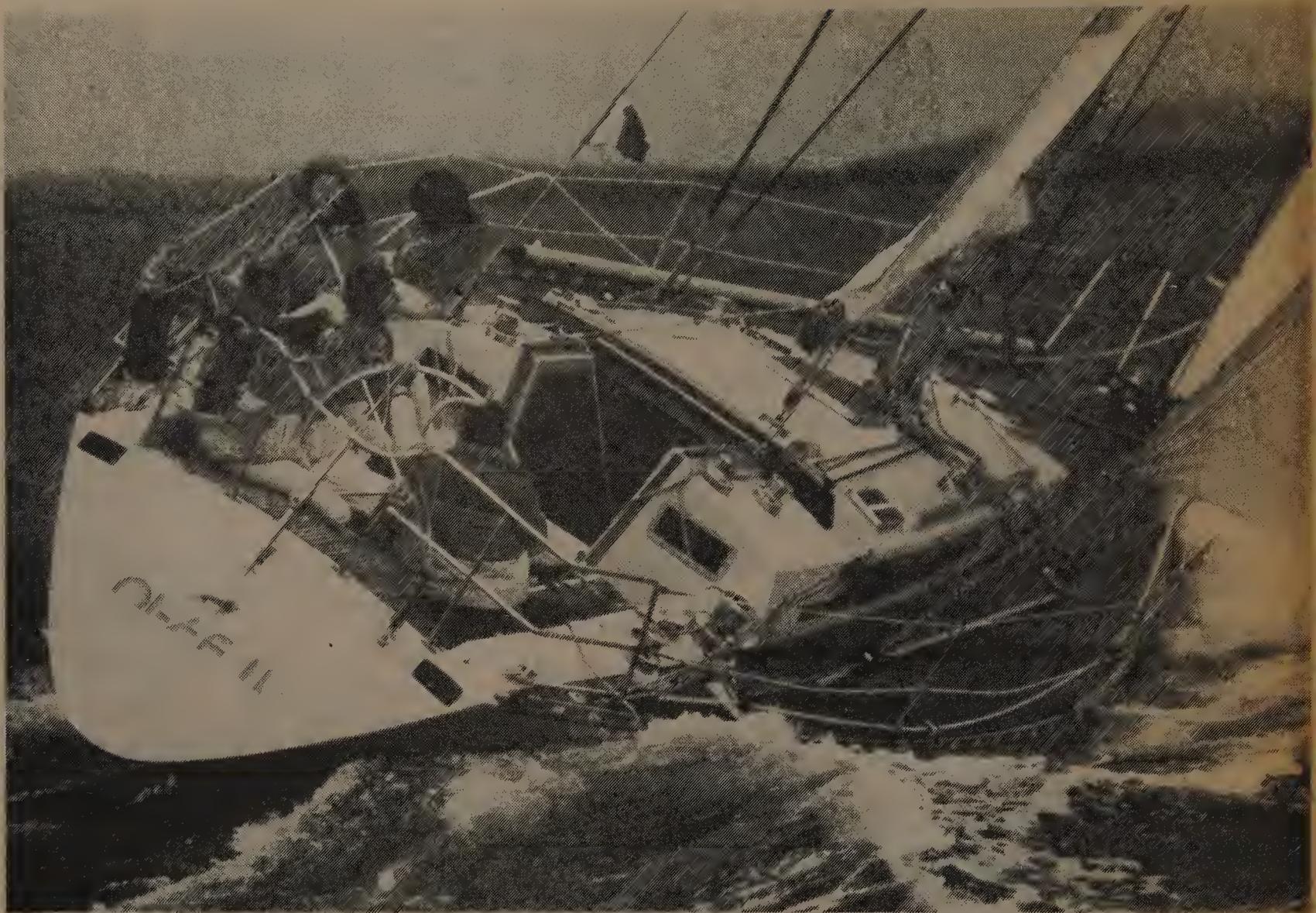


PINEAPPLE SAILS

(415) 444-4321

123 SECOND STREET, OAKLAND, CALIFORNIA 94607

*Powered by Pineapples



Why Everybody is so excited about Béneteau

the price. In the May issue of Latitude 38 Corlett/Blasier stated that the Express 37 was less expensive than a comparably equipped Beneteau 375. The fact is that the Beneteau 375 costs thousands of dollars less while the Beneteau 42 costs just slightly more (See chart below)

the construction. Beneteau has been perfecting yacht construction over 100 years. From the hand double hull construction to the meticulously finished interiors, Beneteau represents the finest example of the boatbuilders art.

Value Comparison Chart

	TWO PRIVATE STATE ROOMS	REFRIGERATION	FULLY INSULATED HULL	PEDESTAL STEERING	BATTERY CHARGER	DECK STORAGE LOCKERS	EXCEPTIONAL SAILING PERFORMANCE	PRICE
NÉTEAU 375								\$108,000
NÉTEAU 405								125,000
EXPRESS 37								130,000
NÉTEAU 42								143,000

Beneteaus are delivered fully commissioned with 4 sails, sail covers, compass, chart plotter, bottom paint, anchor and safety package.

STANDARD EQUIPMENT **OPTIONAL/NOT AVAILABLE**

Opposite — Beneteau 42: Sailing, construction, galley, and nav station.

It's the comfort. On a Beneteau comfort means a real galley you can cook in at sea and dockside, a large chart table that anyone can comfortably navigate from; and lots of storage space for fenders, sails, deck gear, cruising provisions and even your favorite case of wine. How comfortable can a boat be without these things?

It's the versatility. No line of boats is more versatile than the Beneteau line. Beneteau is the backbone of the world charter trade. The Moorings, the worlds largest charter company, uses Beneteau exclusively

because of their ease of handling, safety features, and durability. In 1985 a production Beneteau placed second overall in the SORC, in the same year another production Beneteau sailed through a highly competitive fleet to win the grueling Admirals Cup where many other boats retired due to the harsh conditions. This was the first time ever a production boat won this prestigious event. That's versatility.

It's the value. We've all seen boats come and go and as they go so does their value. After 100 years Beneteau is certainly not a passing trend, it's a long lasting tradition. And nothing is better than traditional value.

At Passage Yachts, we're excited about Beneteau. Visit our docks today to see the complete line from 29' to 46' and you'll be excited too.



1220 Brickyard Cove
Point Richmond
(415) 236-2633

We Want to be Your Yacht Broker



1979 San Juan 28. Must be seen! Superb inventory includes Yanmar diesel, full electronics, 5 sails including spinnaker, epoxy bottom, new LPU on spars, and much more. \$26,950



1978 S2 9.2A 30'. Aft cockpit model, Yanmar diesel, dodger, pressure water, cabin heater. This dark hulled beauty has been very well maintained. \$38,500

Local Cruisers / Some Race Equipped

*22' SANTANA 22, With Trailer	7,200
*23' RANGER 23, LPU	10,500
*23' SANTANA 23, With Trailer, Very Clean	14,900
*24' MOORE 24, Trailer, Excellent Condition	16,500
*25' CAPE DORY, Cruise Equipped	13,900
*25' CAPE DORY 25D, 1983, Diesel, Mint Pocket Cruiser	29,850
*25' C&C 25, Spinnaker	17,300
26' RANGER	12,000
*26' INTERNATIONAL FOLKBOAT	TWO FROM 11,500
*26' RANGER 26, Mull Designed	12,000
*26' COLUMBIA, New Engine, Auto-Helm 1000, Nice	12,500
*26' PEARSON 26	TWO FROM 13,500
*27' ERICSON 27,	TWO FROM 18,900
*27' CAL T/2, Excellent Sailer	TWO FROM 15,000
*27' CHEOY LEE OFFSHORE, Volvo Diesel	20,500
*27' VEGA 27, Swedish Cruiser	17,000
*27' CAL 2-27, Great One-Design	THREE FROM 20,000
*28' SAN JUAN, Diesel, Sharp	26,950
*28' COLUMBIA 8.7, Diesel	26,000
*28' PEARSON 28, Excellent Condition	31,500
*28' LANCER, Six Bags of Sails	16,500
*28' ISLANDER 28, Diesel, Teak Interior	28,000
28' TRITON, Full Keel	17,500
28' ERICSON 28+, 1980, Diesel, Wheel	38,950
*28' SOVEREIGN, Center Cockpit, Aft Cabin	45,000
29' ERICSON, Diesel Wheel	28,500
29' CAL 2-29	26,000
*30' S-2, 9.2A, Dodger, Wheel, Diesel, LPU	38,500
30' YAMAHA, Diesel, Loran, Windvane, Raft	38,000
*30' CATALINA 30, Dodger, H&C Water	32,500
*30' PEARSON 30, 1973, Very Clean	26,800
*30' NEWPORT 30, Diesel, Wheel, H&C Water	TWO FROM 31,000
*30' WYLIE 30, Cold Mold Race Equipped	25,500
*30' ISLANDER 30	26,500
31' CAL, Diesel, Wheel, Spinnaker	47,000
32' COLUMBIA 9.6	TWO FROM 39,500
*33' HUNTER, 1980, Diesel	41,950
*33' RANGER, All New Rigging, Harken Furling	35,000
*34' WYLIE 34, Race Equipped	55,000
*34' O'DAY, Dodger, Wheel	59,500
*35' ERICSON 35, Very Clean	TWO FROM 39,500
*35' CORONADO 35, Center Cockpit, Immaculate	42,000
*36' ISLANDER 36, Excellent Condition	54,900

Blue Water Cruisers / Liveaboards

*30' ALBERG 30, Sharp	28,000
32' VANGUARD, New Diesel, LPU	OFFERS 37,000
*35' ALBERG, Auto Pilot, Radar, Dodger	39,000
*35' BRISTOL, Perkins, Dodger, Foller Furl	39,500
36' LUDERS, 36, Cheoy Lee, Diesel	50,000
36' PEARSON CUTTER, Liveaboard	96,000
36' MARINER STYS'L KETCH, U. S. Built	74,950
*37' TAYANA	TWO FROM 75,000
37' CREALOCK, Fully Cruise Equipped	108,000
*37' FLYING DUTCHMAN, Teak Decks	70,000
*37' ISLANDER, 1970, Great Cruiser	49,000
37' GULFSTAR, Pacific Veteran	TWO FROM 80,000
*38' KETTENBERG, Excellent Condition	19,950
38' BENETEAU, Twin Aft Cabins	95,000
38' FARALLONE CLIPPER, Restored Beauty	45,000
39' LANCER MOTOR SAILER, Twin Diesels	105,000
*39' CAL 39	59,500
39' LANDFALL PILOTHOUSE CUTTER	74,900
*40' KETTENBURG, Wood, Cruise Experienced	35,000
*40' S & S YAWL, Classic, All Teak Construction	58,500
*41' CT KETCH, Cruise Equipped, Good Buy	59,000
*41' WHITBY CARIBE, Center Cockpit	62,500
41' PERRY Superbly Maintained	125,000
41' MORGAN OUT ISLAND, Center Cockpit	TWO FROM 74,000
42' GARDEN STYS'L KETCH, Gorgeous Custom Woodie	115,000
*42' GOLDEN WAVE, Cheoy Lee, Satnav, Auto Helm 5000	119,000
42' SPENCER Cruise Equipped	65,000
44' HARDIN KETCH, Generator	114,900
*44' PETERSON CUTTER	TWO FROM 124,500
45' VAN DE STAT	59,500
46' ISLAND TRADER MOTOR SAILER KETCH, 1982	165,000
46' CAL 2-46, Loaded	132,000
*51' GARDEN KETCH, Cruise Loaded	145,000
52' COLUMBIA, Generator	130,000
54' SPARKMAN & STEPHENS, Custom, Aluminum	300,000
36' LUDERS, Perkins Diesel, External Lead	55,000

* Come to Brickyard Cove to see these boats

 PassageYachts
INC

1220 Brickyard Cove Point Richmond (415) 236-2633

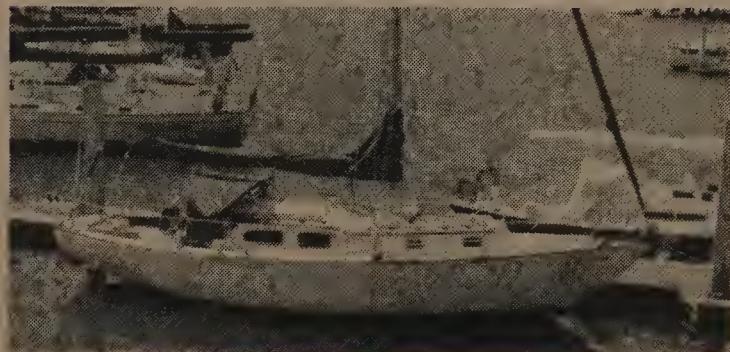
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COVER PHOTO: LATITUDE 38/JOHN RIISE
Chuting the breeze on the Bay
Graphic Design: K. Bengtsson
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PASSAGES

Here are some of the best buys from Passage Yachts this month. These motivated Sellers want your offers.



1973 Bristol 35. This Alden designed cruiser has it all. Perkins diesel, Hood furling jibs, dodger, self-tailing winches, and much more. Very clean. Won't last long at \$39,500

*25 Cape Dory, Cruise Vet	13,900	
Ranger 25, Offer	10,500	
*27 Ericson, Very Clean	Out of Town Owner	18,900
*28 Columbia 8.7 Diesel	26,000	
*30 S-2 9.2A, Diesel, Wheel, Dodger, LPU	38,500	
*30 Catalina 30, Dodger, H&C Water	32,500	
*33 Ranger, Extensive New Equipment	Must Sell	35,000
*35 Bristol, Full Keel, Dodger, Furling	39,500	
*41 Whitby, Center Cock	62,500	
*37 Tayana,	75,000	
*42 Golden Wave, Cheoy Lee, Loaded	119,000	

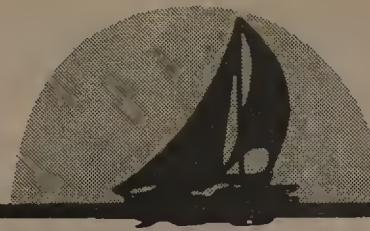


1982 Catalina 30 SisterShip. Popular one-design bay boat. Very clean. Features dodger, CNG stove, hot & cold pressure water, auto-pilot, battery charger, new epoxy bottom and paint. Survey. \$32,500

We've been very successful brokering boats so if you want results call us today. 236-2633

 PassageYachts
INC

Brickyard Cove Point Richmond (415) 236-2633



Sunset Yachts

FOR THOSE OF YOU WHO THINK
BOATING IS TOO EXPENSIVE, TRY OUR

ENTRY LEVEL BOATS



AQUARIUS 23

At our sales dock. Boat, trailer, sails.
Try \$5,500 or \$65/month.



RANGER 23

Classic Gary Mull design. Go fast with comfort.
Try \$9,000. or \$107/month



RANGER 26

Another classic Mull design. Go a little faster with more comfort. Try \$13,000. or \$155/month



RANGER 22

Like new, for Bay, Delta and lakes.
Try \$8,000. or \$95/month



KIRBY 25

Fun boat to play with; lots of sails.
\$10,000. or \$119/month



CATALINA 25

Most popular 25 footer. The family will love it.
\$13,500. or \$161/month



GLADIATEUR 24

Lapworth design, full keel, new sails.
Asking \$9,000. or \$107/month



O'DAY 22

Very clean, lots of extras.
Try \$5,000. or \$59/month



ERICSON 27

Big boat for a small price.
Try \$13,500. or \$161/month

We Have 20 Boats At Our Dock For \$10,000 Or Less

3310 Powell Street

Emeryville, California

(415) 654-9185

LEVEL II

FOR THE SAILOR
WHO IS READY.

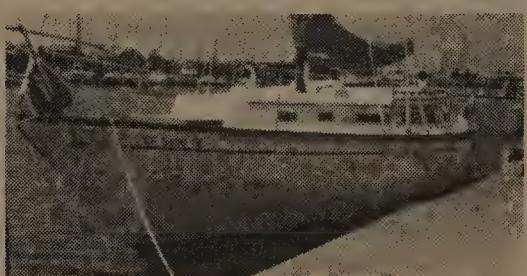


1978 C'DAY 30

Diesel, roller furling, h&c water, refer, (3) sails, wheel, very, very clean. \$29,000. or \$263/month

1984 ISLANDER 30
Diesel, loaded.
\$45,000

or \$409/month



ERICSON 35

(2). Bruce King design, quality boat for the dollar. From \$32,000 or \$291/month

PEARSON 40
Performance racer/cruiser. Clean and seriously for sale. Try \$90,000 or \$818/month

CHALLENGER 40
Beautiful liveaboard. Try \$70,000 or \$636/month

69' Gaff Rigged Schooner, 1911	175,000	40' Valiant, 1976	90,000	33' IOD (8jarnes AAS), '59	15,000	30' Newport, '68-'77 (2)	22,500
65' Alden, 1926	95,000	39' Cal, '71's, (2)	55,000	33' Islander, 1965	30,000	30' Rawsan, '75-'81	24,500
57' Abeking/Rossmussen, 1954	189,000	39' O'Day, 1983	92,000	33' Ranger, 1978	39,800	30' US Yachts, 1981	28,000
55' Alden/Laliberte, 1970	120,000	39' Swan, 1979	120,000	33' Tartan, 1982	65,000	30' Yankee, 1972	30,900
54' C-T, 1981	269,000	38' Catalina, 1979	63,000	32' Bristol, 1972	45,000	29' Cascade (Canstructars), '67	31,000
52' Columbia, 1972	150,000	38' CT, 1981	69,900	32' Cavalier, 1975	65,000	29' Hinkley/Alden, 1946	29,000
50' Gulfstar, 1977	149,500	38' Kettenburg, 1954	18,000	32' Calumbia MkII 9.6, '77	39,500	29' Jensen (Cal), 1975	
48' Ta Chiao, 1981	174,000	37' Crealack, 1981	120,000	32' Ericsan, 1973	28,000	27' Albin Marine, 1981	34,500
47' Perry, 1978	128,000	37' Gulfstar, 1976	81,000	32' Fuji, 1976	58,000	28' Col, 1968	18,000
46' Cal II, 1974	109,000	37' Stangarte Marine, 1969	76,500	32' Lapwarth, 1961	25,000	28' Columbia, '69's, (2)	15,000
46' Kettenburg PCC, 1958	57,500	37' Tayana, '79-'81, '81, (3)	84,000	32' Irwin, 1974	39,500	28' Islander, 1981	32,500
44' CSY, 1977	130,000	36' Islander, '74,'75,'79(3)	44,000	32' Islander, 1966	25,950	28' Pearson, 1977	24,500
44' Rhades M/S, 1961	132,000	36' Pearson 365, '76	68,000	32' Max Young, 1984	21,000	28' Tritan, 1960	17,500
43' Alden Schooner, 1979	95,000	36' Parthlevan, 1975	43,900	32' Nantucket, 1971	25,000	27' Alaha, 1985	24,000
43' Endeavour, 1974	125,000	35' Coranada, 1971	79,000	32' Pearson, 1977	42,800	27' Balboa, 1980	19,000
43' Swan, 1977	195,000	35' Dufaur, 1979	36,000	30' Cal 2-30, 1970	27,000	27' Cal, 1976	21,500
43' Westsail, 1976	110,000	35' Ericsan, '70,'70, (2)	67,500	30' Cal 9.2	27' Catalina 2/27, 1976	24,000	
41' Bounty, 1957	59,000	35' Fantasia, 1976	38,000	30' Islander MkII, 1971	30,000	27' Catalina, '73-'82, (2)	14,500
41' Islander Freeport, '76's(2)	100,000	35' Knappa yawl, 1960	65,000	30' Catalina, '76-'79,'81 (3)	30,000	27' Caranada, 1971's, (3)	13,000
40' Challenger, 1974	75,000	35' Pearson, 1981	59,500	30' Center Cockpit S-2, 1978	49,750	27' Ericsan, '72s,'78, (3)	17,000
40' Clark, 1980	31,000	35' Santana, '81's, (2)	78,000	30' Clipper Marine, 1977	9,500	27' Dufaur, 1972	22,000
40' Mariner, 1970	85,000	34' Aloha, 1985	34,000	30' Columbia, 1973	23,000	27' Hat Faat Canadian, '82	17,800
40' Morgan, 1971	70,000	34' Coranada, 1969	30,000	30' Fisher, 1976	59,500	27' Mull Custom, 1976	17,000
40' Olsson/Sweden, '43	30,000	34' Columbia, 1973	63,500	30' Islander MkII, '72/'73 (2)	24,500	27' Nor'Sea, 1978	45,000
40' Pearson		34' Dufaur, 1974	72,000	30' Islander Bahama, '79	40,000	27' US Yachts, 1982	33,000
40' Swift, 1983	100,000	34' Hans Christian, 1977	48,950	30' Lancer, 1980	32,000	26' Ericsan, 1969	11,000
		34' Tartan, 1974		30' Pearson, 1977	28,000	26' Excalibur (Islander), '69	10,500

40' Valiant, 1976

33' IOD (8jarnes AAS), '59

30' Newport, '68-'77 (2)

33' Islander, 1965

33' Ranger, 1978

30' Rawsan, '75-'81

33' Tartan, 1982

33' Tartan, 1982

30' US Yachts, 1981

32' Bristol, 1972

32' Bristol, 1972

30' Yankee, 1972

32' Cavalier, 1975

32' Cavalier, 1975

29' Cascade (Canstructars), '67

32' Calumbia MkII 9.6, '77

32' Calumbia MkII 9.6, '77

29' Hinkley/Alden, 1946

32' Ericsan, 1973

32' Ericsan, 1973

29' Jensen (Cal), 1975

32' Fuji, 1976

32' Fuji, 1976

27' Albin Marine, 1981

32' Nantucket, 1971

32' Nantucket, 1971

28' Col, 1968

32' Pearson, 1977

32' Pearson, 1977

28' Columbia, '69's, (2)

30' Cal 2-30, 1970

30' Cal 2-30, 1970

28' Islander, 1981

30' Cal 9.2

30' Cal 9.2

28' Tritan, 1960

30' Islander MkII, 1971

30' Islander MkII, 1971

27' Alaha, 1985

30' Catalina, '76-'79,'81 (3)

30' Catalina, '76-'79,'81 (3)

27' Caranada, 1971's, (3)

30' Center Cockpit S-2, 1978

30' Center Cockpit S-2, 1978

27' Ericsan, '72s,'78, (3)

30' Clipper Marine, 1977

30' Clipper Marine, 1977

27' Dufaur, 1972

30' Columbia, 1973

30' Columbia, 1973

27' Hat Faat Canadian, '82

30' Fisher, 1976

30' Fisher, 1976

27' Mull Custom, 1976

30' Islander MkII, '72/'73 (2)

30' Islander MkII, '72/'73 (2)

27' Nor'Sea, 1978

30' Islander Bahama, '79

30' Islander Bahama, '79

27' US Yachts, 1982

30' Lancer, 1980

30' Lancer, 1980

26' Ericsan, 1969

30' Pearson, 1977

30' Pearson, 1977

26' Excalibur (Islander), '69

30' Newport, '68-'77 (2)

30' Newport, '68-'77 (2)

22,500

30' Rawsan, '75-'81

30' Rawsan, '75-'81

24,500

30' US Yachts, 1981

30' US Yachts, 1981

28,000

30' Yankee, 1972

30' Yankee, 1972

30,900

32' Cascade (Canstructars), '67

32' Cascade (Canstructars), '67

31,000

32' Hinkley/Alden, 1946

32' Hinkley/Alden, 1946

29,000

32' Jensen (Cal), 1975

32' Jensen (Cal), 1975

34,500

32' Tritan, 1960

32' Tritan, 1960

18,000

32' Albin Marine, 1981

32' Albin Marine, 1981

15,000

32' Col, 1968

32' Col, 1968

18,000

32' Columbia, '69's, (2)

32' Columbia, '69's, (2)

15,000

32' Islander, 1981

32' Islander, 1981

32,500

32' Pearson, 1977

32' Pearson, 1977

24,500

32' Tritan, 1960

32' Tritan, 1960

17,500

32' Alaha, 1985

32' Alaha, 1985

24,000

32' Balboa, 1980

32' Balboa, 1980

19,000

32' Cal, 1976

32' Cal, 1976

21,500

32' Catalina 2/27, 1976

32' Catalina 2/27, 1976

24,000

32' Catalina, '73-'82, (2)

32' Catalina, '73-'82, (2)

14,500

32' Caranada, 1971's, (3)

32' Caranada, 1971's, (3)

13,000

32' Dufaur, 1972



Sunset Yachts

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CT 54 — 1981



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This Vessel Must Be Seen To Be Appreciated. \$245,000.00.



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Swan 43	\$300/day

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A Week In The Delta
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Boaters Supply

JUNE
SALE

THE WORLD'S BRIGHTEST
7x50 BINOCULARS!



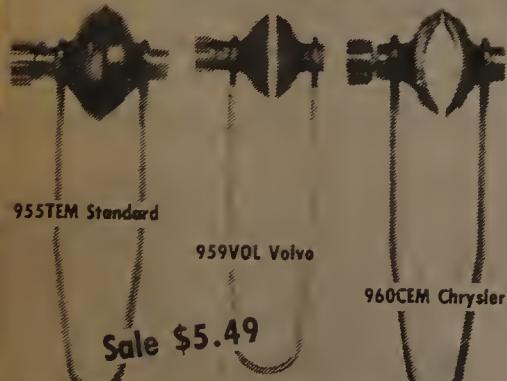
7x50 MTRC-SX

FUJINON
SX Series.

Deliver an average light transmission of 95% over the visible spectrum. This translates into sharper, clearer images. We carry the Model 7x50 MTRC-SX which is built to military specs, guaranteed 100% waterproof (nitrogen gas filled) and has an integral compass/range finder.

Sale Priced At Only \$359.00
Suggested list \$490

"EAR MUFF" MOTOR FLUSHERS



Mdl 955TEM — fits most outboards & stern drives

Mdl 959VOL — for Volvo stern drives

Mdl 960CEM — most Chryslers, some Mercs, Eska/Sears & Yamaha



LIFE JACKET STORAGE BAG

Holds 6 AKI adult jackets. Constructed of heavy vinyl with non-corrosive nylon zipper.

Sale \$12.95 List: \$17.95

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Compare the features and price — you'll find Ray Jeff Electronics are the best value on the water. Now save on Boaters super everyday low price!



Model 2000

TELESCAN DEPTH SOUNDER

Have It All! Six depth ranges to 960 ft., auto bottom lock, zoom-in 15-ft windows, freeze frame, with digital display of boat speed, distance & surface water temperatures.

Mdl 1500 black&white List: \$849.95
Mdl 2000 color List: \$1199.95

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Boaters
Prices



89- Channel
HAND-HELD
VHF/FM RADIO

For use anywhere — contains all U.S. & International channels including 9 weather. Complete with "rubber duck" antenna, rechargeable battery pack, charger and case.

Super Sale Price \$179.95
List: \$449.95



TODDLER & SMALL CHILD'S

FLOAT VESTS

Large flotation collar with lifting loop is designed to keep child's head out of the water. Zipper front with waist & crotch strap for security.

Sizes: Toddler, 15-30 lbs, Childs 30-50 lbs

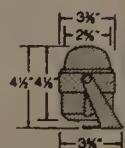
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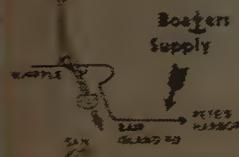
Varnish — Sale \$14.89 qt List: \$19.80

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Morgan 38. Brought up to tight survey specifications, cruised to Central America, raced some. She's versatile, steady, big and ready. \$64,000.



Islander 34. The last one of these we sold is now in New Zealand with thousands of good miles between. Extremely solid, sea-going design. We know a family of five that will endorse. \$35,000.



Hans Christian 38. Price just reduced on the last one we have listed. Unusual detail, interior touches make this one a must see. \$97,500. sistership.



Cal 29. Wins the 'goods-per-\$' of the month award. Solid sailing, popular Bay/pocket-cruise-or-racer — she's remarkably clean to boot! \$24,900.



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27'	Coronado.....	12,000	
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*	Nor'Sea Kit.....	Offers	
*	Nor'Sea.....(2)	32,000	
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28'	Cape Dory.....	34,900	
28'	Dufour	36,000	
28'	Sovereign.....	49,900	
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29'	Ericson	22,500	
30'	Ericson	28,000	
30'	Rawson	23,950	
30'	Newport	29,000	
30'	Tartan	29,950	
30'	S2 9.2C.....	33,500	
30'	Islander MkIII.....	34,500	
30'	Mair, cold-molded.....	35,000	
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34'	Coronado	34,000	
34'	Hans Christian	73,900	
35'	Ericson/Alberg	35,900	
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36'	Islander	59,900	
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37'	Rafiki	79,000	
37'	Tartan	82,500	
37'	Crealock	88,000	
39'	Freya 39	120,000	
39'	Freedom Express	145,000	
39'	Freedom P.H.(2)	149,000	
39'	Hans Christian P.H.	149,000	
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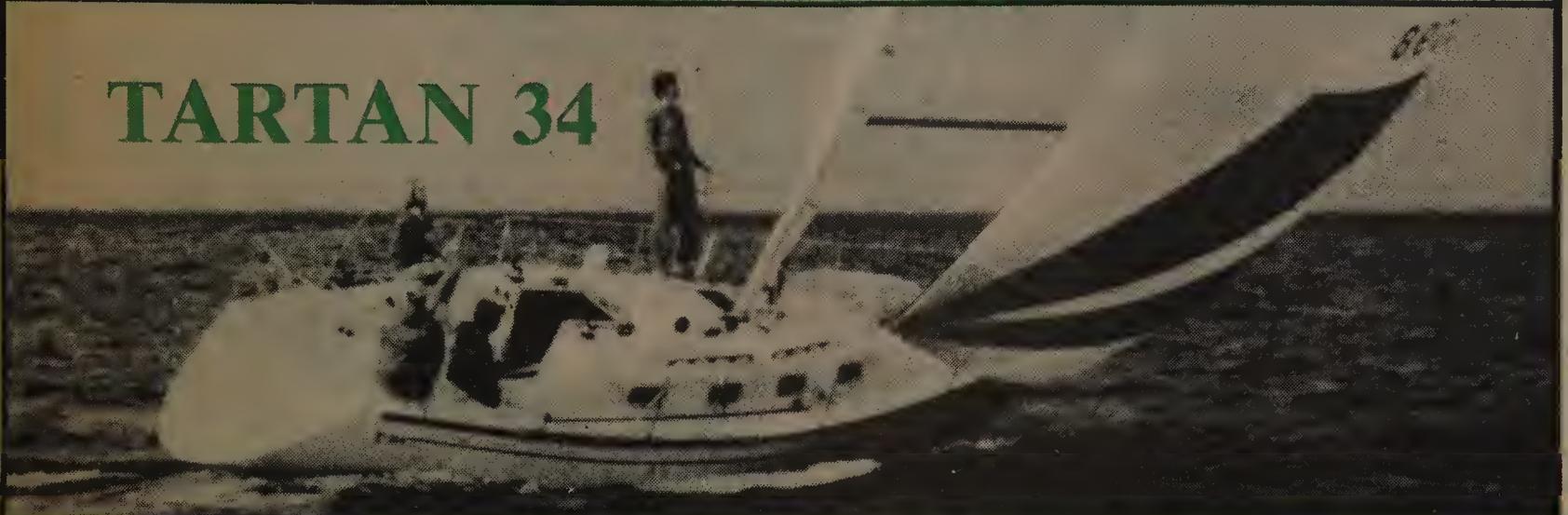
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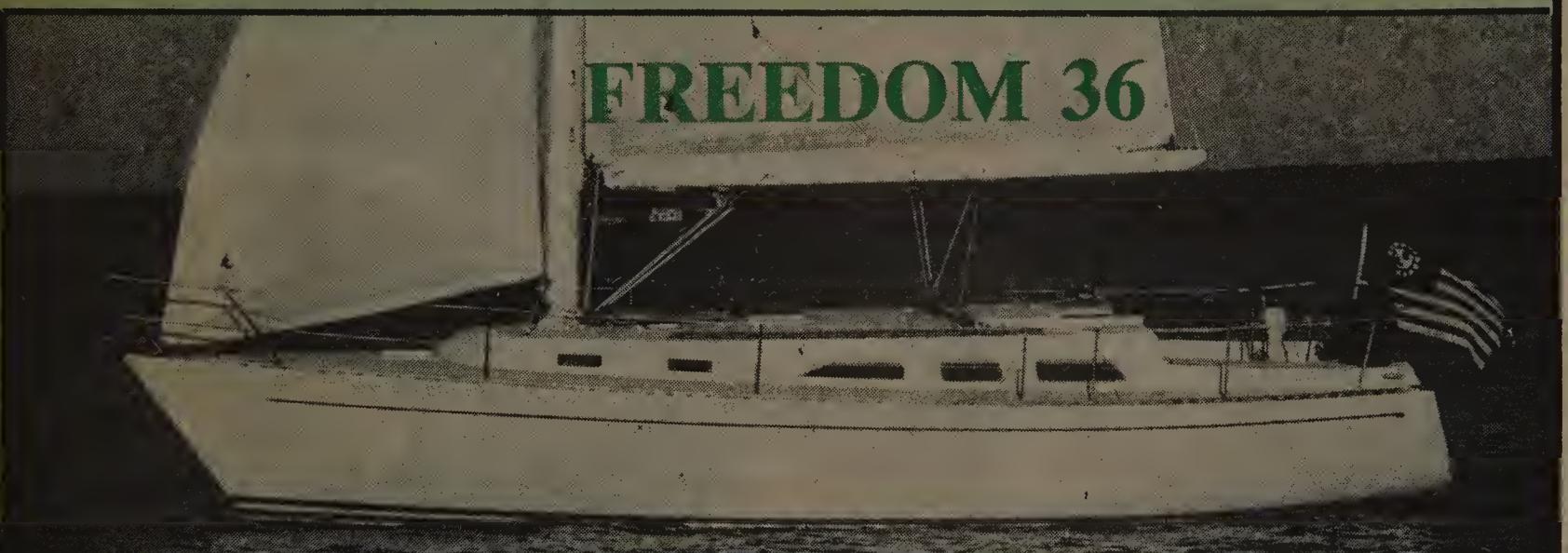
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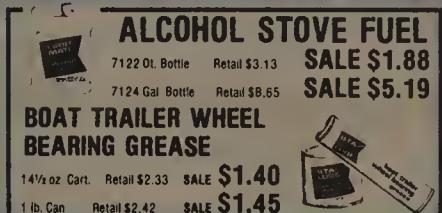
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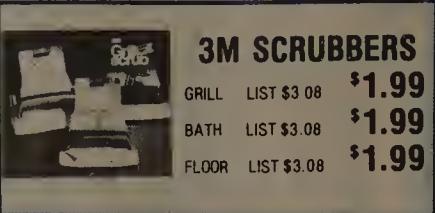


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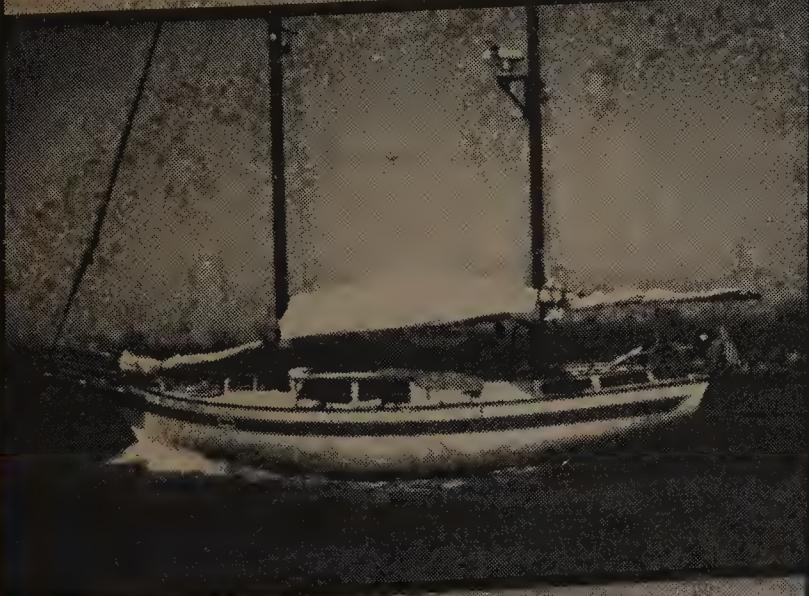
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I MUST SELL MY BOAT!



Realizing the limited market for "sailing liveaboard cruisers", I am augmenting my brokers efforts to find someone who will really appreciate this fine vessel. It may sound foolish, but it means much to me to find somebody who will enjoy it as much as I have.

I bought it new in 1965 from Richard Spindler, *Latitude 38*'s editor, who was with a Sausalito broker at the time. My wife had had a stroke, so I was practically single-handed. We cruised up and down the coast and then took it to Seattle, spending three wonderful years roaming through Oregon, Washington and Canada to the edge of Alaska. We added things along the way that made the boat what many who saw it called "the best equipped 41-ft cruising ketch" they had seen.

I am now a widower and had an injury accident two years ago which leaves me unable to "jump off and tie-up", etc. Since that I have not used the boat but five or six times in the last two years, and then only "up-river".

The boat is an **Islander Freeport 41-ft ketch** with a 100 hp diesel. It has Hood Furler Reef 230 degree lapper, double jiffy reefing main and mizzen (both with additional running backstays), storm overlay windows, Barent winches throughout, power anchor winches, and an Elliot safety automatic liferaft.

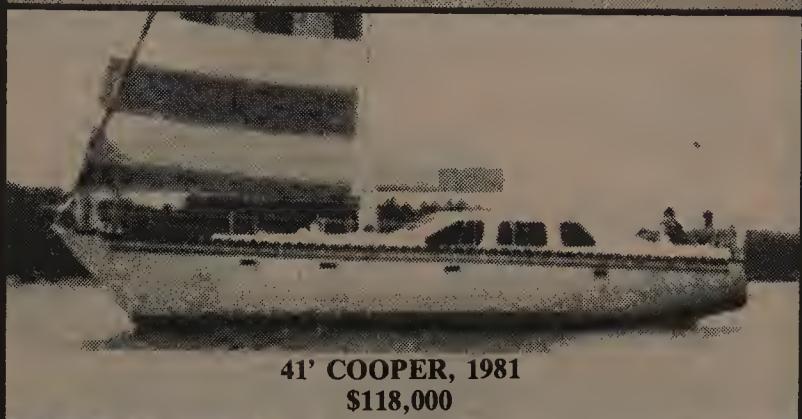
It has a clothes washer/dryer, a garbage compactor, 3000 watt diesel generator, mascerator to holding tank, 225 fuel and water with storage, 12 cu ft refrigerator/freezer.

L.L. Loran, radar, two VHF's, Single Side Band radio, 4 deep cell batteries, safety firequench system, charcoal cabin heater, TV with remote antenna control and much more.

My broker, Bill Gorman, has it listed for \$115,000 as there are other Freeport 41's priced around that figure but none as complete for "liveaboard cruising". It needs some cosmetetic touch-up and tender loving care that I can no longer handle. As I am not available at all times, I must rely on him to handle the financing, etc.

Call Bill Gorman at (415) 865-6151, or myself, C.F. Briggs, at (415) 769-8199 for further information.

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41' COOPER, 1981
\$118,000



40' OFFSHORE, 1976
\$89,500

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23' Ranger, 1977	12,450	38' Cabo Rico	89,950
24' Islander Bahama, '78	6,950	39' Cal Cor.	80,000
24' J-24, '81	14,900	39' Cal, 1980	92,500
25' Coronado, '69	7,000	39' Ericson, 1971	55,000
25' Cal, 1973	10,950	39' Cal, tri cabin, 1980	95,000
25' Meridian, new dsl, '64 ..	14,500	40' Offshore, 1976	98,900
27' Catalina, '72 & '78 2 frm	13,500	40' Morgan, 1971	70,000
27' Bristol, '71	14,750	40' C&C, 1980	105,000
27' Catalina, '79, 2 frm	14,500	40' Pearson, '78, '79 .. 2 frm	90,000
27' Ericson, '74	19,950	40' Endeavour, 1984	125,000
2-27 Cal, 1975, nice	23,900	41' Cooper, '81, ideal cruising boat, inside steering	118,000
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29' Columbia	2 frm 16,500	44' Hardin, 1978	114,900
29' Cal, 1974	25,900	48' Mapleleaf, '76 Reduced	175,000
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30' Islander Bahama, 1983 ..	42,000	49' Transpac, 1982	240,000?
30' Coronado, 1971	19,700	50' Gulfstar, 1977 .. Make Offer	
30' Cal 2-30, exc cond	28,950	52' Columbia/Kettenburg ..	125,000
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32' Traveller, 1977	65,000		
33' Ranger, 1978	39,800		
33' Ranger, 1974	36,850		
34' Hans Christian, 1977 ..	77,500		
34' Sunset	17,900		
34' Cal, '69	29,900		
35' Ericson, '71	37,500		
36' Cheoy Lee, 1976	75,000		
36' Freeport, 1982	89,950		
36' Islander, '78	64,500		
36' Pearson, 1977, exc cond	71,900		
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37' C&C, 1984	99,800		

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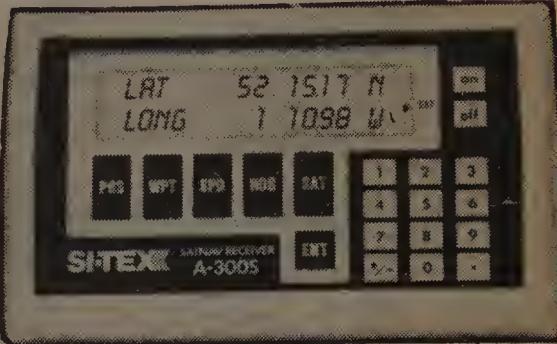


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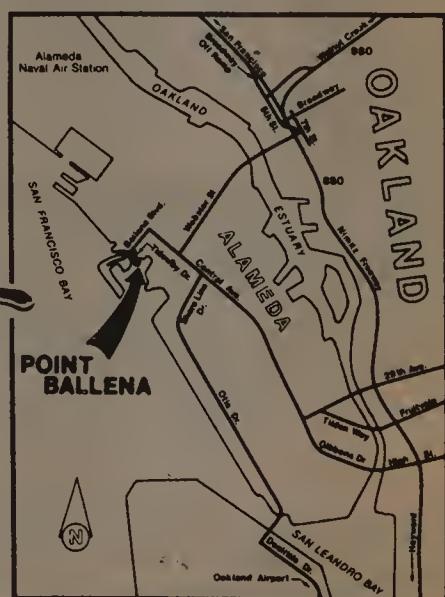


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Sabre 34

BEATS EXPRESS 37

Yacht Racing Cruising selected SABRE 34

BOAT OF THE YEAR

In the category of U.S. boats 26-ft to 37-ft in length — the competition included Express 27 + 37, Pearson 30 + 36, Ericson 28 + 35, Freedom 30 + 36. Only the Freedom 36 and the Ericson 28 joined Sabre in the top eight with the grand honors going to the Sabre 34.

"BEST OF THE BUNCH"

Judges comments included ... "spacious as many 38 footers below" ... "easily driven" ... "hull shape works well on all points of sail."



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"Just what is "extremely high quality",

"fully outfitted", "finest equipment", "sophisticated construction", "long term durability"?

Sabre 34

Standard Features

(not upgrades or extra options)

Hand laminated hull with unidirectional roving and Aerospace AME4000 resins, "blister resistant"
Bomar extruded aluminum hatches
Aluminum backing plates on all stanchions & deck hardware
Aircraft-quality hull to deck joint
Recessed genoa track
Westerbeke self-bleeding diesel/FWC
(2) fuel filters, fuel gauge & seawater filter
Solid bronze seacock/flush mounted thru hulls
Comprehensive owners manual
And so much more!

THE OTHER BOATS:

Sabre	Express	Freedom	Ericson	Pearson
✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓				

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CHECK LIST TO
COMPARE!**

**When you are comparing, don't forget the bottomline:
Sailaway Price — Sabre's are competitively priced.**

SABRE 28 • 30 • 32 • 34 • 36 • 38 And Soon . . . • Sabre 42 •

Call for our brokerage list — Many New Listings And Lowered Prices

NEW SAILBOAT DEALERS FOR:

Sabre, Farr 10²⁰, Norseman, Celere, Hinckley

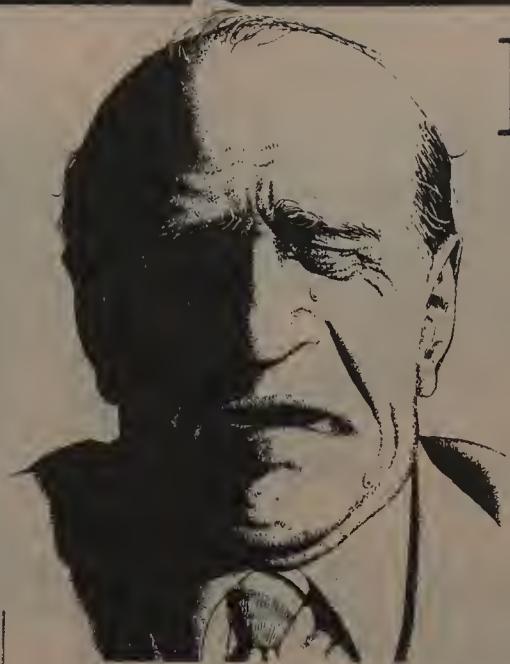
NEW POWERBOAT DEALERS FOR:

Offshore 38, 45, 48

**CHARLES & THOMSON
YACHTS**

**1917 Clement Street
(By Svendsen's Boatyard)
Alameda, CA**

**(415) 865-3662
Closed Sundays & Mondays**

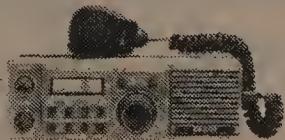


Dear Old Dad . . .

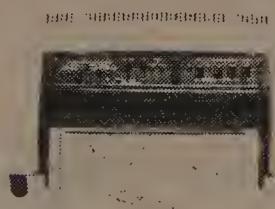
Crying The Blues Over Lousy Equipment? Let's Put A Smile On That Face.

OK Dad, it's your turn now! We want no more tears when you leave home so we figured you'd want the best possible equipment for your boat. With this in mind, we've endeavored to make a list of just what we'd want if we were going to treat our Dads to a real Father's Day treat! Just sit back and imagine going on a cruise to the South Pacific — we've taken the liberty of providing you with an electronics shopping list!

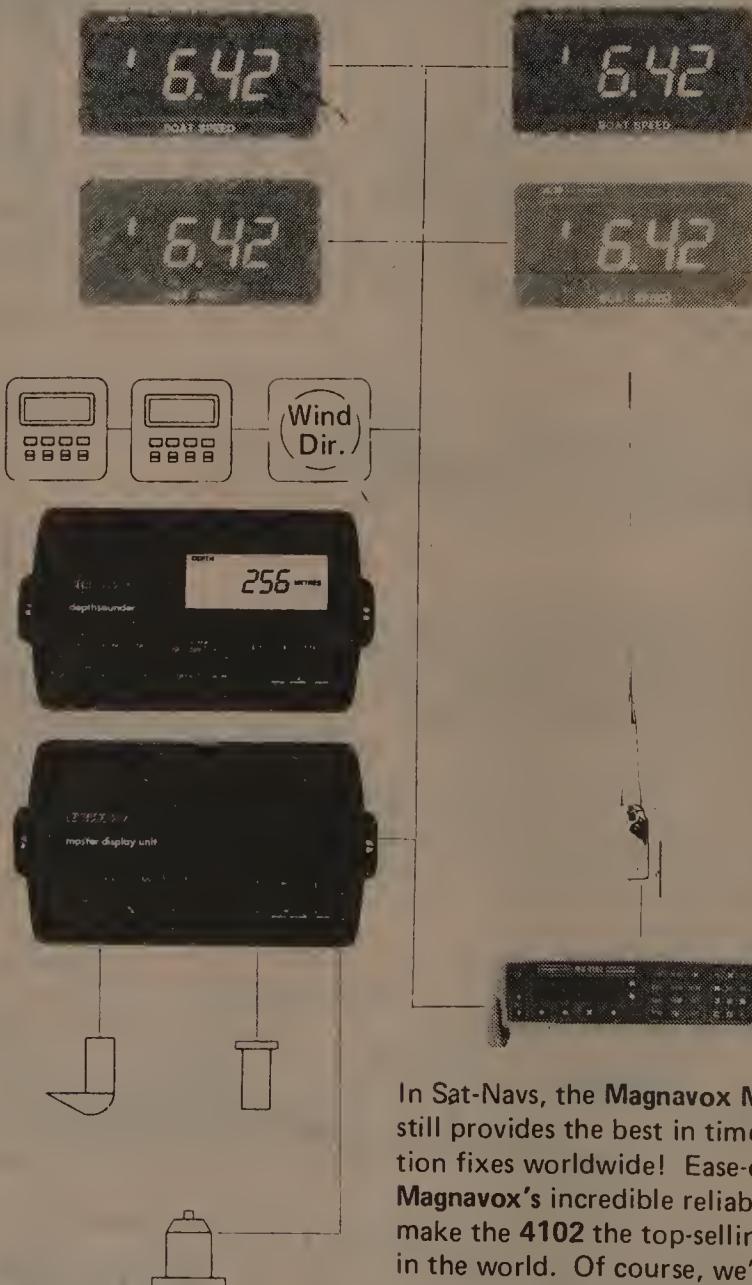
Brookes & Gatehouse Hercules 290 System. Really needs no introduction — simply the best. The 290 either does or will do anything imaginable for instrumentation. Of course, it will tie into your new onboard computer also. We've included four of the new large-display 20/20 Repeaters.



In VHF radios, the **Icom M80C** is still the leader in quality and reliability. Keep up on the local conditions at all times with 109 channels, and all the scanning and hailing features necessary.



Alden TR-1 Weatherfax. This top-of-the-line recorder will turn itself on & off at pre-programmed times to automatically record the latest weather & sea conditions including: Satellite photos, water surface conditions, water temperature, tropical analysis, weather forecasting, and much more. This is guaranteed to keep Mom & the kids from worrying about upcoming storms.

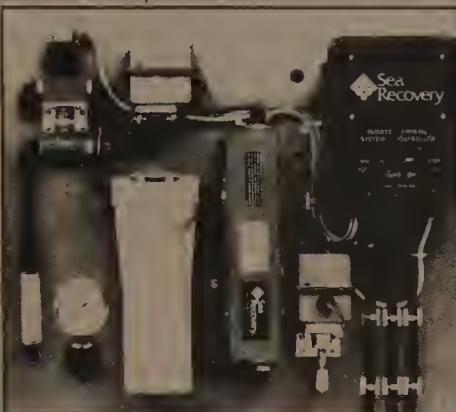


In Sat-Navs, the **Magnavox MX-4102** still provides the best in timely position fixes worldwide! Ease-of-use & Magnavox's incredible reliability make the 4102 the top-selling Sat-Nav in the world. Of course, we've tied it into the B&G 290 to constantly update your dead-reckoned position between fixes.

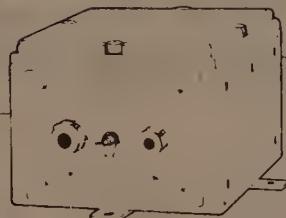
To Engine



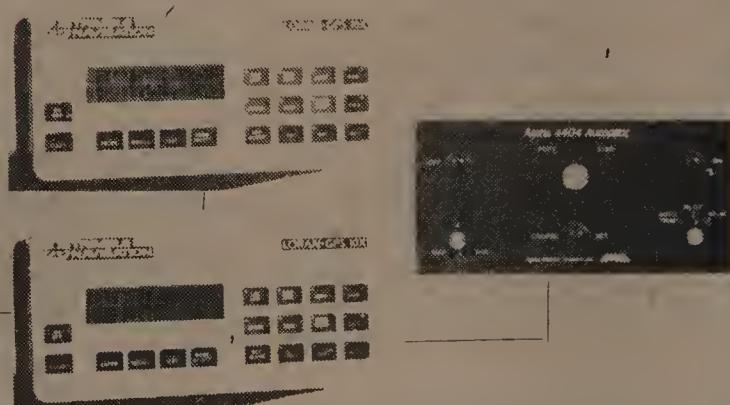
For a top-of-the-line watermaker, the Sea Recovery 400 gallon-per-day engine driven unit provides the ultimate in desalination. By mounting the power unit in conjunction with your engine, you'll be able to keep the wife and kids clean and your water supply clear for years to come. (Also allows for an unlimited supply of ice to keep your Scotch cool at the equator.)



To Backstay



To GPS & Loran Antenna



Cybernet's CMS-3000 AM-FM cassette stereo provides the ideal sound system while underway. When used in conjunction with the CMS-3050 equalizer/amplifier, the system puts out 60 watts per channel. Just right for Bach or Beethoven off Acapulco! Other features include top-quality construction, Dolby NR, A&B speaker selection, balance control, metal tape capability, 12-memory channels, clock, fast forward, rewind and much more!

List Price \$62,500

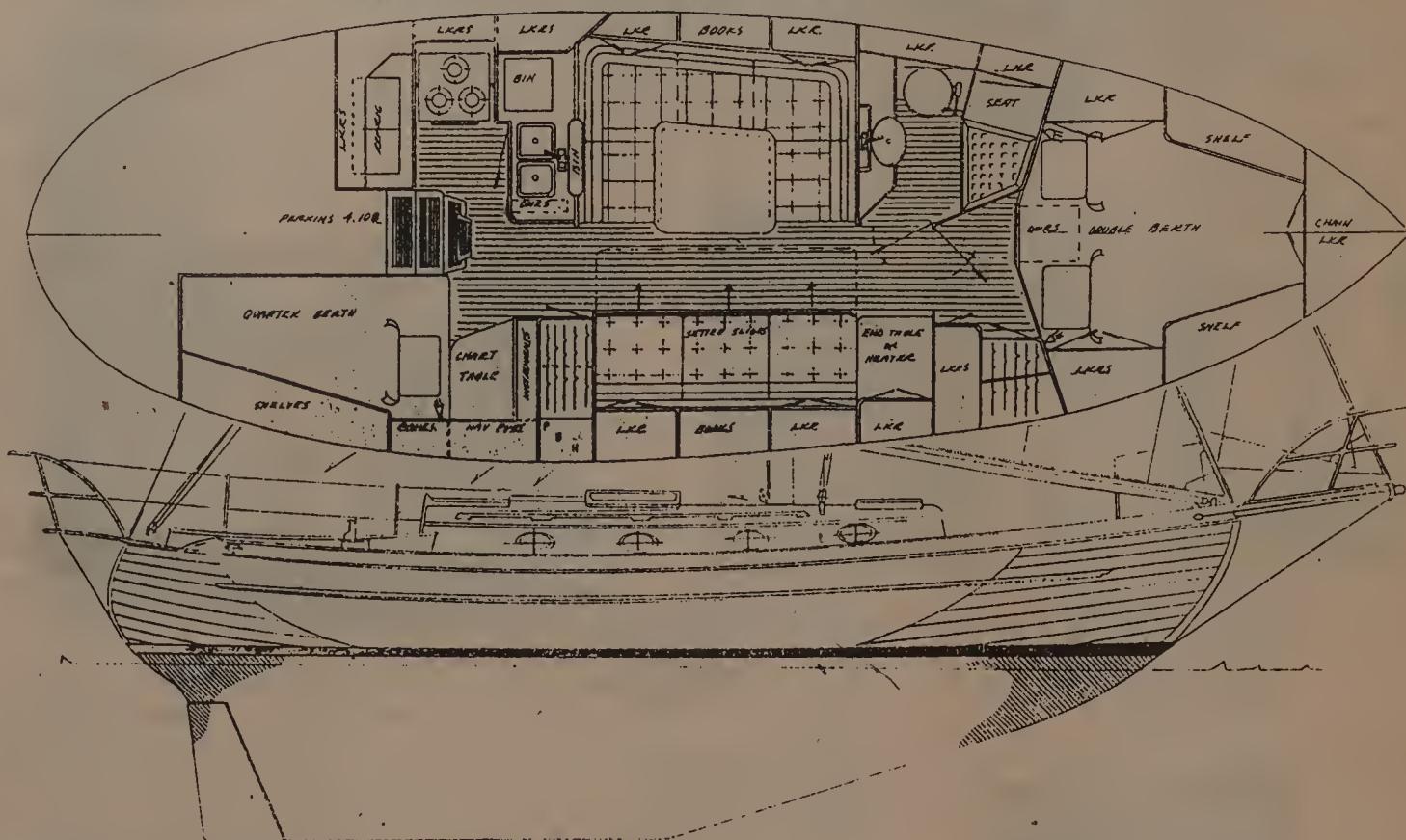
The Alpha 4404 autopilot has been the cruiser's choice for years now. Low power consumption, and ease of operation make this our most popular linear drive pilot. When interfaced into your new Trimble 10X you'll achieve excellent steering results. The new 10X provides loran coverage with additional updates 10-12 hours a day from the new GPS System. The most accurate navigational system ever, GPS provides worldwide accuracy of 25 meters & comes complete with 2 remote full-function displays.

Dad's Day Special \$50,000

JOHNSON HICKS

500 SEABRIGHT AVE., SANTA CRUZ 95062 - (408)425-8100

UNION 36



Our Standard Equipment:

INTERIOR:

Solid teak staving on all bulkheads
Solid teak in all locker facings
Teak and "holly" cabinsole
Decorator fabric cushions
Easily removable headliner
Hand-rubbed satin-finished varnish
on teak surfaces
SS-lined stove well
Polyurethane-foamed insulated icebox
Numerous lockers & bin storage thruout

ENGINE:

Perkins 4-108 diesel, 4 cylinder,
47hp freshwater-cooled diesel
2:1 reduction gear

1 1/4" SS propeller shaft
w/3-bladed bronze propeller
Bronze stuffing box

Flexible engine mounts
Deluxe 4-gauge instrument panel
Fiberglass drip pan

100-gallon black iron fuel tank

DECK FITTINGS:

SS double rail bow and stern pulpits
Double lifelines
Stemhead fitting with double anchor rollers

35# plow-type anchor

2 · 10" mooring chocks

Bowsprit with grating

Teak-framed Lexan hatch

Teak-framed skylight

SS skylight guard

4 SS dorade vents

Teak grabrails on cabintop

8 SS opening ports w/screens

2 bronze hawse pipes

2 jib sheet tracks

Mainsheet traveler

Teak seahood

Teak sliding companionway hatch
Louvered teak companionway doors

Deck scuppers

Teak grate in cockpit

Built-in winch handle compartments

SS mast step

Teak coaming caps

Boomkin

Deck box

Mushroom vent

PLUMBING:

110V/engine-heated h&c pressure water pump

Manual Edson-type bilge pump

Manual head with holding tank

Hot and cold pressure water in galley

Hot and cold pressure water in head

Portable shower head in WC

Manual freshwater pump in head

140 gal of water in SS tanks w/deckfills

Electric bilge pump

Electric shower sump pump

MAST & BOOM:

Cutter Rig

Anodized aluminum mast

1 X 19 SS standing rigging

Painted or anodized aluminum boom

SS w/Dacron tails

Aluminum self-tending staysail boom

SS turnbuckles and tanks

Teak-shelled jib blocks

STEERING:

Pedestal with brake

SS rudder shaft

Emergency tiller

WINCHES:

Lewmar or comparable

2 Lewmar #43 S.T. Primaries

2 SS primary winch bases

1 Lewmar #7 Mainsheet winch

1 Lewmar #7 Main halyard winch

1 Lewmar #7 Staysail halyard winch

2 SS lock-in winch handles

SAILS:

Mainsail with two reef points

Working jib

Staysail

ELECTRICAL:

2 heavy duty marine 12V battery

Perko 2-way battery switch

12V breaker panel w/DC voltmeter

12V dome lights

12V navigation lights

110V ship-to-shore 30-amp connector

110V breaker panel w/4 outlets

For your convenience and advantage, we are offering the sailaway package with which the boat will be bottom painted, launched and rigged up. Moreover, we will install:

1. Horizon Maxi all channel VHF radio with antenna on top of the mast

2. Signet depthsounder MK 172

3. Signet knotlog MK 267

4. Windex wind direction indicator

5. Seaward propane stove which contains three burners w/oven underneath, one propane tank

6. Ritchie SP-5 compass

7. Coast Guard safety package which contains:

4 life jackets

2 fire extinguishers

1 air horn

1 flare gun

1 life buoy

The boat will be in the water with two coats of bottom paint and includes the sheet, fender and mooring line.

The total purchase price \$78,950

*specifications subject to change without notice



OCEAN YACHTS

1155 EMBARCADERO, OAKLAND
(415) 465-6060

SUBSCRIPTION

- Enclosed is \$15.00 for one year
Third Class Postage (Delivery Time: 2 days to 2 weeks)
- Renewal

- Enclosed is \$35.00 for one year
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- We have a distribution point in the Northern California area which will distribute 20 or more free copies of *Latitude 38*. Enclosed is our name and street address. (These copies are sent via UPS at no cost to the distributor.)

- We have a distribution point outside the Northern California area, and are willing to pay the UPS shipping charges of:
 - \$6.00 for 20 copies
 - \$9.00 for 40 copies

We regret that we cannot accept foreign subscriptions

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STATE _____

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Latitude 38

"we go where the wind blows"

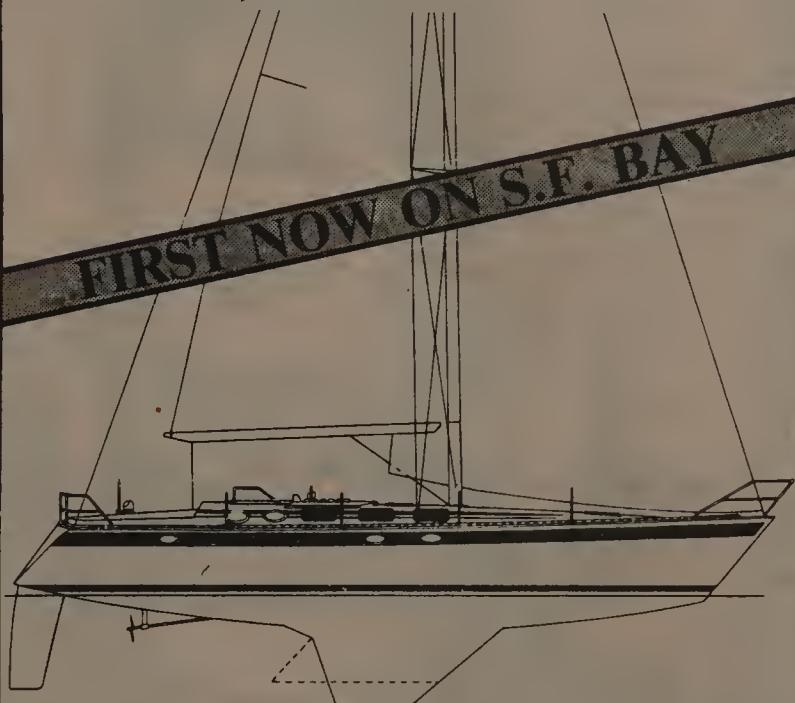
Editor & Publisher..... Richard Spindler
Co-Publisher..... Kathleen McCarthy
Staff Reporter..... John Riise
Advertising..... John T. McCarthy
..... Tim Stapleton
General Manager..... Karen Bengtsson
Production..... Terri L. Wilder
Typesetting..... Elizabeth Zerbe
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DON WILSON YACHT SALES

HUNTER 45

INCLUDES FULL INSTRUMENT PACKAGE: VHF, RADIO, LORAN, DIGITAL KNOTMETER, DIGITAL DEPTH-SOUNDER, DIGITAL WINDSPEED INDICATOR, GENERATOR 3.8 KW, ANCHOR WINDLASS, BATTERY CHARGER.



DON WILSON YACHTS HAS BEEN APPOINTED EXCLUSIVE BAY AREA DEALERS FOR THE ALL NEW EXCITING HUNTER 45. INTRODUCTORY PRICE \$135,000.

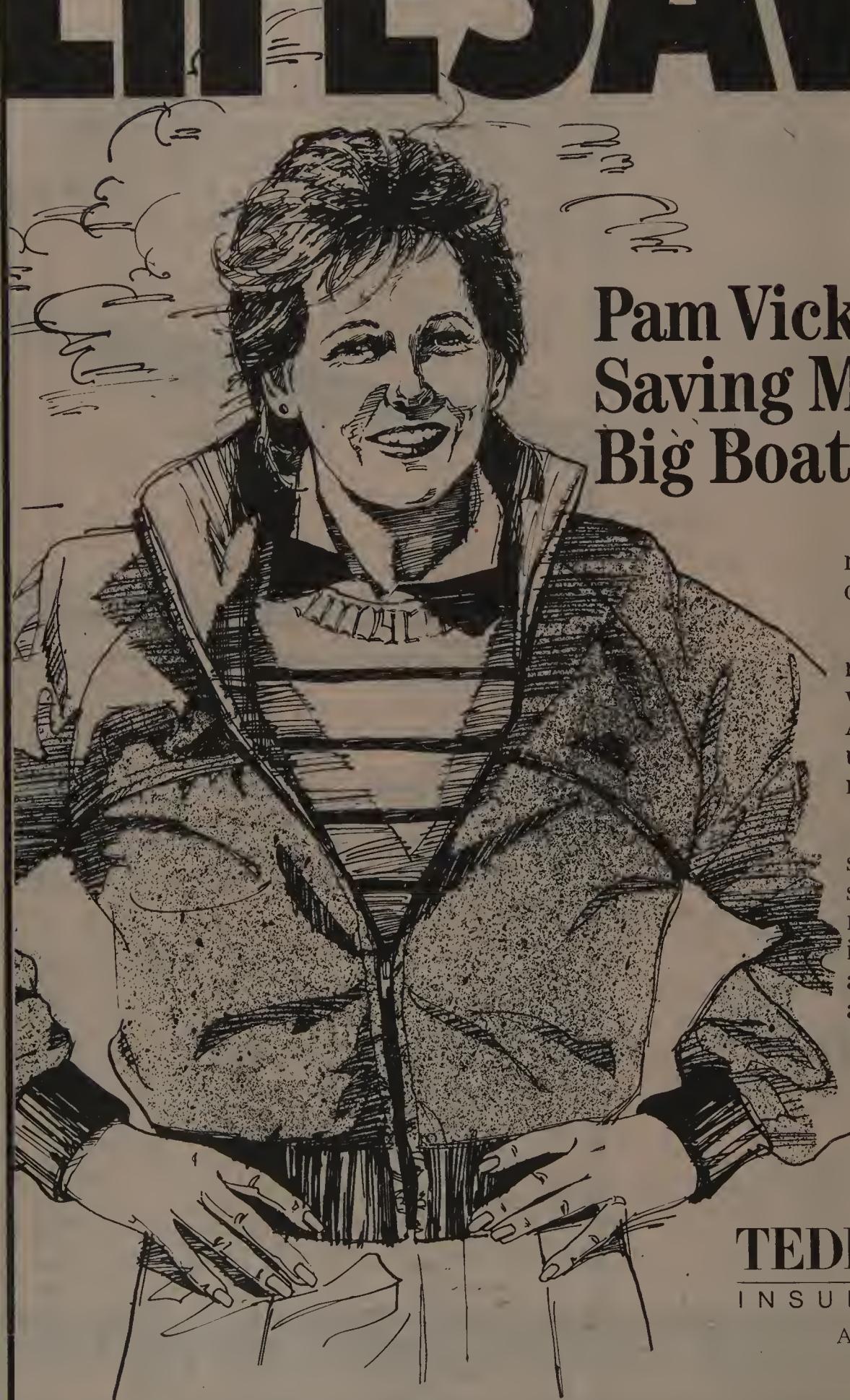
20'	WINDROSE, trlr & outboard, 1980, super clean . . .	\$5,450
22'	CHRYSLER, lifelines, etc. Good starter, 1977 . . .	5,400
22'	SANTANA, good Bay boat	5,000
22'	PEARSON ELECTRA, 1962	5,750
25'	CORONADO, excellent Bay boat	Inquire
26'	BALBOA, fixed keel, 1974, lots of extras	9,750
27'	CATALINA, inboard, 1977, needs TLC	17,900
27'	SANTANA, just listed	Inquire
29'	TRITON, new diesel, 1960, full keel	23,500
30'	ISLANDER BAHAMA, priced to sell quick	29,900
30'	HUNTER, well-equipped	30,500
30'	S-2 center cockpit, owner says sell	39,500
33'	YAMAHA, race or cruise	39,000
38'	CABO RICO, very sharp, full keel cutter	79,000
40'	ISLANDER PETERSON, TransPac equipt, 10 sails	79,500
41'	COOPER, inside steering, Motorsailer, sharp	125,000

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Pam Vickrey On Saving Money With Big Boat Insurance:

I see a lot of good risks in marine insurance every day—and a lot of bad ones.

By saying "no" to the bad risks, I gain a lot of credibility with insurance companies. And a lot of leverage. Which ultimately means better rates for good risks like you.

Big boat owners are special people and deserve special service. I think the real definition of service is saving money. Although a lot of my clients call it a lifesaver.

Call me if you'd like to hear more.

(415) 523-3435 or
(209) 466-3701

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INSURANCE SERVICE
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PACIFIC DELTA—A Division of TEDRICK-HIGBEE

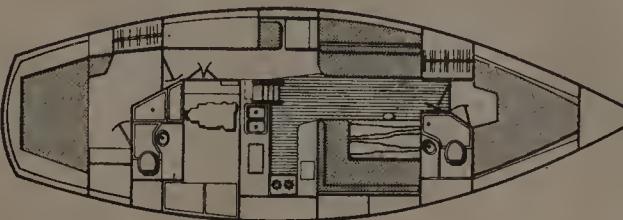
Eagle Yachts & Farallone Yacht Sales Inc.

Catalina YACHTS

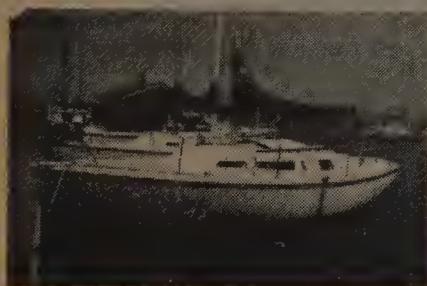
The Catalina 22, 25, 27, 30, 34, 36, and 38. Morgan Yachts, Nauti Cat motor sailers, the Niagara 35 and 41, and Nacra



NATICAT 33
3rd Cabin "Living Room"
Finland's quality.



MORGAN 41 CLASSIC
Classic Design w/new hull.
\$97,000 complete sailaway.



CATALINA 25 - 1982 - Very clean, nice gear....\$14,800



CAL 2-27 - 2 from \$18,800.
Both in-boards.



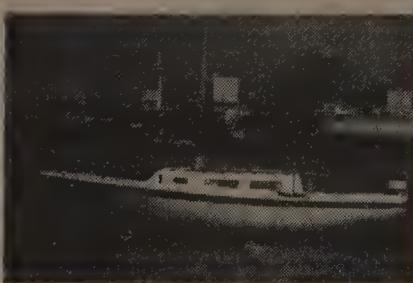
FUGI 35 - Beautiful traditional cruising ketch. \$69,000



MORGAN 46 - 1985. Demo. Is brand new and reduced \$30,000.



NIAGARA 35 - 1985. Demo.
\$92,000.



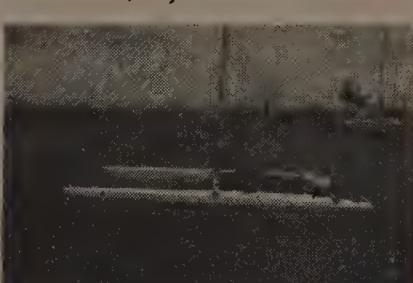
CAL 29 - 1974. Really clean.
Loaded. \$28,900.



RANGER 26 - Reliable 1st boat.
\$14,000.



CATALINA 30 - 11 to choose from. As low as \$26,000.

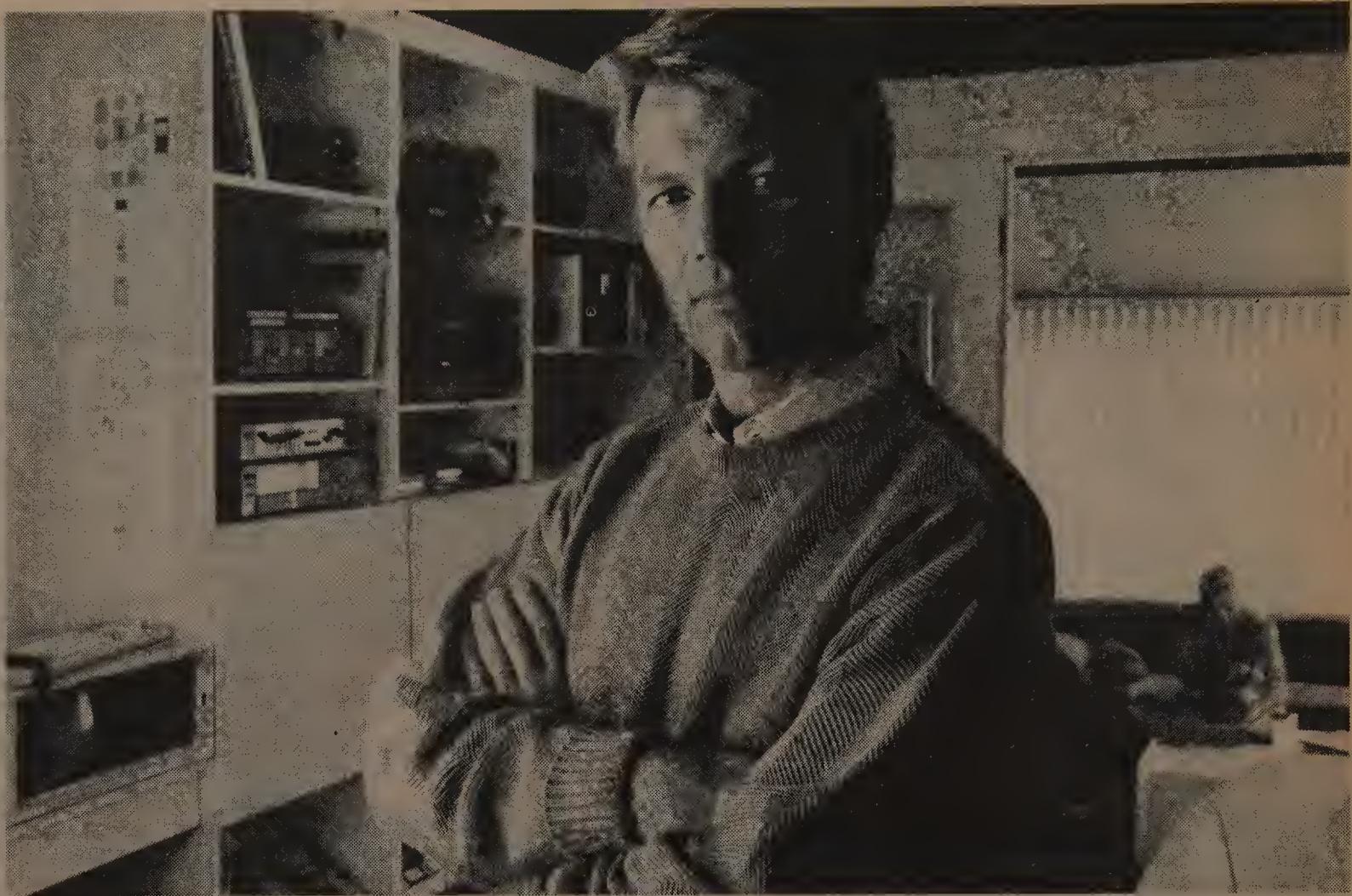


NACRA 5.8 - We are the Bay Dealers!

BROKERAGE BOATS		
Farallone Yachts Alameda		
22'	Catalina	6,200
22'	Catalina	6,950
23'	O'Day	offers
25'	Capri	13,900
25'	Catalina	14,800
25'	Catalina	15,000
25'	Catalina	15,500
25'	Catalina	15,000
25'	Lancer	12,500
26'	Ranger	14,000
27'	Cal 2-27	23,800
27'	Cal 2-27	20,000
27'	Catalina	14,900
27'	Cronnado	14,800
27'	Catalina	23,000
27'	Catalina	15,500
27'	Catalina	18,500
27'	Nor'Sea	40,000
28'	Cal 28	11,900
29	Cal 29	28,400
29	Seafarer	12,000
30	Catalina	34,500
30'	Catalina	28,000
30'	Catalina	26,000
30'	Catalina	28,000
30'	Catalina	35,900
30'	Catalina	35,000
30'	Catalina	38,000
35'	Fiji Ketch	69,000
36	Frers F-3	115,000
36	Islander	49,500
44	HansChris	215,000
45	Columbia	139,500
46	Morgan	150,000
50'	Gulfstar	149,000

Eagle Yachts Coyote Point		
22'	Capri	10,400
22'	Bristol	6,900
24	Is. Bahama	7,800
24	Cheoy Lee	10,000
25'	Catalina	15,000
25'	Catalina	13,900
25'	Coronado	8,100
26'	Folkboat	14,500
26'	Folkboat	18,000
26'	Ranger	14,000
26'	Ericson	11,000
27'	Catalina	19,900
27'	Catalina	17,500
27'	Catalina	17,900
27'	Catalina	27,800
27'	Catalina	18,500
27'	Ericson	24,000
27'	Ericson	23,800
27	Cal 2-27	26,900
27	Cal 2-27	19,995
29	Cascade	27,500
30'	Catalina	32,950
30'	Catalina	34,900
30'	Catalina	32,500
30'	Cal	27,500
30'	Ericson	27,500
30'	Capri	28,000
32	Pearson	55,000
33	Nauti Cat	94,950
34'	Columbia	30,900
34'	North Coast	65,000
35	Finnsailer	39,950
36'	Islander	55,000
50'	Columbia	90,000

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FARALLONE YACHT SALES INC. Mariner Sq., Alameda (415) 523-6730



"I own a PC, a VCR, a race-equipped cruiser and my own company. But I don't own a car."

I lease with GMAC.

For my life-style, leasing makes more sense than buying. I wanted a new GM car, but didn't want to tie up my money in a major down payment.

So I asked my GM Dealer about leasing. We worked together to determine if leasing offered me more advantages than buying.

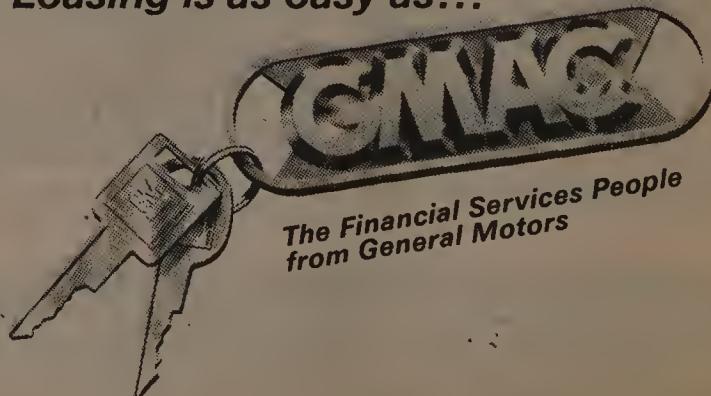
Then we worked out the terms of my lease. In addition to saving me a major down payment, GMAC helped lower my monthly payments — because I helped decide the amount I pay, the options I want and how long the lease will run.

And it was easy. I handled everything with just one stop at my participating GM Dealer.

Now I can take the money I've saved by *not* owning a car—and use it to enjoy some of the *other* good things in life.

Ask your GM Dealer for a copy of 'LEASING. Easy for Everyone.' It'll give you an idea if leasing's as right for you...as it was for me."

Leasing is as easy as...



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CALENDAR

Nonrace

June — Paintings by Jim Pearce", a month long exhibition of the art of marine artist Jim Pearce. (Jim illustrates many of the articles in *Latitude 38.*) Casa Peralta, 384 W. Estudillo Ave., San Leandro; open Wednesday through Sunday, 12 to 4.

June 1-7 — U.S. Coast Guard Auxiliary courtesy examinations, Sausalito and Tiburon by appointment. Help observe National Safe Boating Week. John Marting 332-5373, leave name and phone.

June 4 — Bay Model program highlighting the Call of the Sea organization, its educational efforts, and its plan to build the square rigger *Galilee*. 332-3871.

June 5 — GGNRA public meeting to discuss the feasibility of relocating the Coast Guard station at Ft. Point across to Horseshoe Bay. Tamalpais High School, 7:30. See *Sightings* for more information.

June 6 — Traditional boatbuilding lecture series at the Bay Model Visitor's Center, 7-9 p.m. Sponsored by Call of the Sea. 331-1282.

June 6 — Sea Chanty program at the Bay Model Visitors Center. Childrens program, 7-8 p.m.; general program 8-11. Come hear some musical history from Hyde Street Pier's Dave Nettell. 332-3871.

June 7 — Fourth Annual Collector's Car and Boat Show, San Francisco YC, Tiburon, 10 to 5 p.m. Come see what driving and yachting was like in the good old days. For more information, call Annie Sutter at 332-4897.

June 12 — Learn everything you always wanted to know about pressure cooking in Lynne Orloff-Jones 3-hour workshop. Includes six-course dinner and instruction. (707) 557-0578.

June 14 — Seven Seas Cruising Association Northwest Chapter get-together, Kiana Lodge, Poulsbo, Washington. \$15 (\$7.50 for kids) will get anyone interested in the door and fed dinner. Jerry or Marty Sixt, (206) 842-8577.

June 15 — Call of the Sea offers a Benefit sunset dinner sail aboard *Ruby*, 6-8 p.m. \$25 per person charge includes dinner and a cash bar is available. Proceeds benefit the *Galilee* Project. Reservations and additional information, 331-1282.

June 18 — Public meeting to discuss the proposed no-discharge designation aimed at Richardson Bay and Belvedere Cove. Assembly Room (1st floor), State Building, 1111 Jackson, Oakland. Stephen Hill 464-0806.

June 20 — Traditional boatbuilding lecture series at the Bay Model Visitor's Center, 7-9 p.m. Sponsored by Call of the Sea. 331-1282.

June 22 — Old Fashioned Day on the River. Dixieland jazz bands on the Delta, luxury yacht tours and more. Admission \$3.50, under 12 free. Sacramento YC presentation. Allen Sullivan, (916) 924-9351.

June 27-29 — "Weekend With the Classics". A gala event featuring classic sail and motor yachts, vintage cars and antique airplanes. Friday Harbor, Washington. (206) 378-4179.

June 28 — Master Mariners annual meeting and sail-in BBQ, and great volleyball rematch between the Gaffers and the Mothers (marconi riggers), Ayala Cove 1 p.m.

June 29 — Bay Area Peace Navy will participate in the Second Annual "Disarm the Sea" demonstration. For more, contact the Bay Area Peace Navy 398-1201.

June 29 — Marine diesel and gas engine one-day seminar at Pt. San Pablo Yacht Harbor. For details, tuition, etc., call Technical Education Institute, 233-3623.

June 28 — Master Mariners Annual Meeting/Sail-In Barbeque, Ayala Cove, 1 p.m.. Featured is a gaffers vs. "mothers" (marconi-riggers) volleyball challenge.

CORLETT  BLASIER



IMPECCABLY EQUIPPED
AND MAINTAINED. THE STANDARDS
OF OUTFITTING AND MAINTENANCE
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Forced Air Diesel Heating
14 North Sails
Rod Rigging
6-Man Raft
Full Electronics Including:
Loran, With Repeaters

MAGNIFICENT CRUISE, PHRF,
LIVEABOARD. MUST SEE THIS GREAT
VALUE. **\$93,750.**

SELECTED BROKERAGE

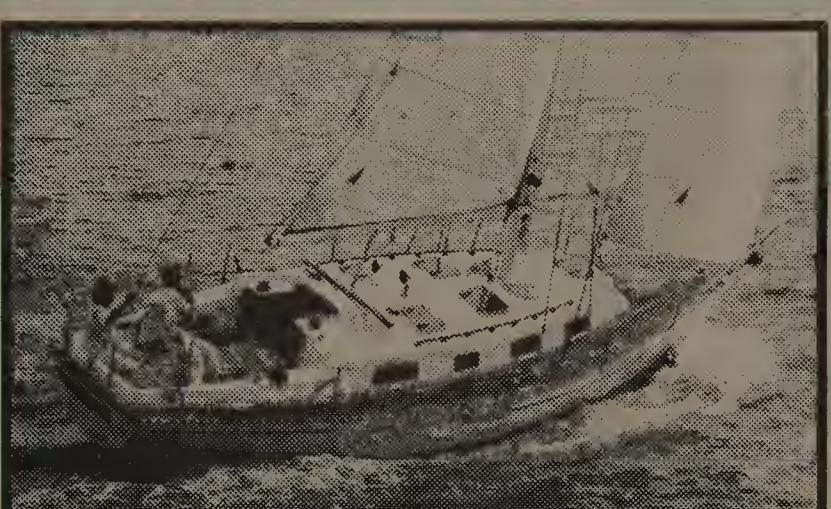
SANTANA 525	race ready	\$13,750
OLSON 25	loaded, one-design/cruise	24,450
CAL 2-27	one-design, dsl, full spinn gear. Great buy.	23,250
EXPRESS 27	(3) from	27,500
OLSON 30	steal the '85 National Champ at	26,950
SANTANA 35	best 35 buy on Bay, great shape	44,950
J/36	owners must sell	Offers
OLSON 40	3 available from	88,500
LIDGARD 40	custom PHRF killer	89,500
SANTA CRUZ 40	TransPac equipped	128,000
S&S 47, 1982	loaded, incl'g SatNav	175,000

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- Hylas 47 by Sparkman & Stephens • Motoryachts: Hi-Star 43 & 47 • Royce 60



CHEOY LEE/PEDRICK 36

— For value, performance, style and handling ability, there's no cruising yacht that compares. **\$79,900.**



1980 CHEOY LEE/PERRY 44

Extensively equipped bristol blue-water cruiser. A must see.

Only \$143,000.



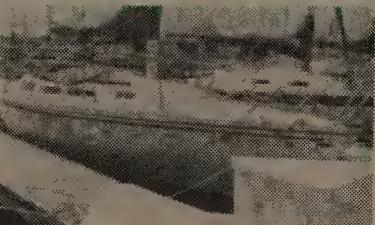
1980 HUDSON FORCE 50

Completely equipped for cruising. Hawaii vet & ready to go again. Way below market at **\$119,000.**



GARDEN KETCH 46

Bristol condition, loaded, radar, a.p., generator, 10' dinghy & more. **\$98,500.** Real estate trades.



1977 CATALINA 30

Excellent condition, fully equiped, owner wants quick sale. No reasonable offer refused.



1982 PEARSON 37

Fully race equiped, all sails, heavy duty winches, rod rigging, much more. **\$85,000.** Real estate trades.



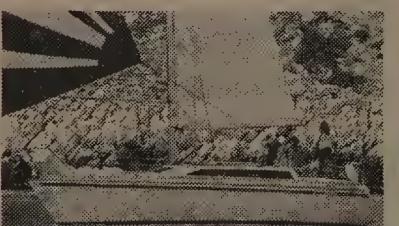
ISLANDER 36

Dsl, refrig, cabin heater, spinnaker & more. Market value: \$55,000. Highest bid takes her home.



HUNTER 36

Very clean, owner will consider notes, real estate trade or ? in trade. Reduced: **\$49,000.**



1984 JEANNEAU 32

Fast, strong, well equipped. France's best built yacht. **\$54,900/Offers.** Real estate trades.



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INCORPORATED**

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Open 7 Days

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25'	US	14,900 ✓
25'	MacGregor	7,800 ✓
26'	Cheoy Lee	(2) 19,900 ✓
26'	Chrysler	Repo ✓
26'	Islander	22,000 ✓
27'	Stl Corn Fish'g Slp.....	19,000 ✓
27'	Cheoy Lee	(2) 27,000 ✓
27'	Ericson	19,950 ✓
27'	O'Day	19,500 ✓
27'	CS Yachts	28,500 ✓
27'	Sun Yacht	(2) 23,500 ✓
27'	Santa Cruz	13,500 ✓
27'	Vega	19,500 ✓
27'	Steel Comm Fish'g Slp.....	19,500 ✓
27'	Coronado	13,500 ✓
28'	Newport	(2) 22,900 ✓
28'	Cheoy Lee	33,000 ✓
28'	Cal	15,995 ✓
29'	Triton	17,500 ✓
29'	Lancer	25,000 ✓
30'	Laguna	56,900 ✓
30'	Bodega	reduced! 27,500 ✓
30'	Catalina	Offers 28,000 ✓
30'	Cheoy Lee kch	27,000 ✓
30'	Lancer	Offers 27,000 ✓
30'	Chinese Junk	Offers 30,000 ✓
30'	Hunter	37,000 ✓
30'	Isindr Bahama	reduced! 42,500 ✓
30'	Islander	39,900 ✓
30'	Odyssey	25,000 ✓
30'	Tartan	(2) 37,500 ✓
30'	Ericson	25,000 ✓
31'	Pearson	39,900 ✓
32'	Aries	45,000 ✓
32'	Dreadnought Cutter	55,000 ✓
32'	Tahiti Cutter	50,000 ✓
32'	Pearson 323	reduced! 50,000 ✓
32'	Ericson	32,000 ✓
32'	Cavalier	65,000 ✓
32'	Cheoy Lee	58,000 ✓
32'	Islander Bahama	39,900 ✓
32'	Jeanneau	Offers 47,950 ✓
32'	Kettenburg	47,950 ✓
32'	Union	53,900 ✓
33'	Morgan	34,900 ✓
33'	Yamaha	55,500 ✓
33'	Newport	52,000 ✓
34'	Cal	(2) 34,500 ✓
34'	San Juan	58,000 ✓
34'	O'Day	59,000 ✓
34'	Hunter	reduced! 62,000 ✓
34'	True North	62,000 ✓
34'	Wylie	59,000 ✓
35'	Dufour Sloop	79,000 ✓
35'	Fantasia	reduced! 59,500 ✓
35'	Bristol	65,000 ✓
35'	Columbia	reduced! 49,000 ✓
35'	Cheoy Lee	65,000 ✓
35'	Jacobs Custom cutter	75,000 ✓
36'	Cheoy Lee kch	64,900 ✓
36'	Cheoy Lee Luders	85,000 ✓
36'	Ericson	69,500 ✓
36'	Hunter	reduced! 49,000 ✓
36'	New Zealand	49,900 ✓
36'	Formosa	64,950 ✓
36'	Islander	(4) 48,500 ✓
36'	J/Boat	106,000 ✓
37'	Endeavour	85,000 ✓
37'	Crealock	108,000 ✓
37'	Gulfstar	72,500 ✓
37'	Gulfstar	72,500 ✓
37'	Pearson	85,000 ✓
37'	Ranger	60,000 ✓
38'	Farallone Clipper #15	45,000 ✓
38'	Morgan	reduced! 69,000 ✓
38'	Morgan	Repo 89,000 ✓
38'	Hans Christian	109,000 ✓
39'	Ericson	55,000 ✓
39'	Sparkman&Stephens	79,000 ✓
39'	Landfall	85,000 ✓
39'	Westsail	89,000 ✓
40'	Columbia	55,000 ✓
40'	Valiant	100,000 ✓
41'	Freeport	99,000 ✓
42'	Excalibur	135,000 ✓
44'	Cheoy Lee	143,000 ✓
46'	Garden Ketch	98,500 ✓
46'	Ferro Cement	85,000 ✓
50'	Rhodes custom	130,000 ✓
50'	Hudson	119,000 ✓
53'	Cheoy Lee	205,000 ✓
54'	CT	Offers
55'	Roberts	119,500 ✓

CALENDAR

June 30 — Pacific Cup Bon Voyage Dinner Dance, St. Francis YC. No-host bar 7 p.m., dinner and dancing at 8. \$75 per person. For information or reservations, call Joyce at 531-3111, or Gayle at 661-8560.

July 4 — Champagne Brunch aboard the 151-ft *City of San Francisco*. Come on out and watch the Pacific Cup boats take off for Hawaii. 11:30 a.m. to 2:30 p.m.; \$35 per adult, \$17.50 for kids under 12. Proceeds go to the Pacific Cup. Marina Eizenzimer, 964-4000 or 969-8521.

Racing

June 6-8 — Rio Vista Super Slalom Event. 50 miles of sailboard river racing from Sherman Island to Rio Vista. About 120 entrants in this colorful event. Team Rio Productions (707) 374-6264.

June 7 — Singlehanded Sailing Society's First-Timers Race. Peter Hogg, 332-5073.

June 11 — Singlehanded TransPac "Skipper's Farewell Party" and briefing, Oakland YC, 6:30 to 10 p.m. Dinner and no host bar free to skipper and one guest; all others \$10 per plate. *****

June 11 — MORA Long Distance Ocean Racing Seminar, St. Francis YC, Starting Line Room, 7:30. Oakland to Catalina racers invited, everyone welcome. Subjects include weather analysis, electronics and how to deal with the oil rigs down south. Roger Heath, 681-4150.

June 13-14 — 14th Annual South Tower Race. A grueling pound to weather from Stockton to the Golden Gate, and a fabulous spinnaker run back. Bud Clites, (209) 951-5600.

June 14-15 — Small Boat Racing Association Race, Clear Lake. Gene Harris, 548-3730 days.

June 14-15 — Snipe District Championships, Clear Lake. Warren Wheaton, 7 Madera Ave., San Anselmo, CA 94960.

June 14 — South Tower Race — A marathon from Stockton to Chrissy and back to Stockton. Bret West (209) 467-0411.

June 14 — Start of the Singlehanded TransPac, City Front, 8:30 a.m. Nineteen boats, nineteen skippers and 2,150 miles of open ocean. Good luck!

June 15-20 — Express 27 Nationals, Santa Cruz. Surf City! Don Baker, 894-3772.

June 21 — Ancient Mariners Sailing Society's 12th Annual Yesteryear Regatta, San Diego Bay. Open to all traditional sailboats designed or built before 1950; no yacht club affiliation or previous race rating required. Lonnie Lynch, (619) 295-3744.

June 21-22 — Hobie Fleet 87's 13th Annual Around Treasure Island Race. How thick is your wetsuit? Margaret Heath 841-8735 or Bill Timms, 937-8562.

June 23-28 — El Toro Nationals, Clear Lake.

June 28 — Victoria to Maui International Yacht Race. John MacFarlane, (604) 669-3343.

Jun 28 — Lightship Race. One Design, PHRF and IOR classes sprint out to the Lightship and back. George Horsfall, 435-6321.

June 28-July 6 — Sail Week, Lake Tahoe. Beautiful location, beautiful ladies, beautiful sailing. Don Newman (916) 544-4224 or Debbie Broussard (916) 544-5074.

June 30 — MORA Long Distance Race to San Diego. They don't nickname this organization the "Most Outrageous Racing Association" for nothing. For monohull boats 31 feet and under. Johanna Weir, 522-4745; John Dukat, 522-1396; Roger Heath, 681-4150.

July 4 — Start of the Pacific Cup Race from San Francisco to Hawaii, off Marina Green, 1 p.m. Come out and see the fleet off.

July 4 — 35th Annual Boreas Race, San Francisco to Moss Landing. Tim or Joan Powell, (408) 425-1458.

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CALENDAR

July 5 — 19th Annual Trans-Tahoe Regatta. John Utter, (702) 786-2255.

July 5 — Oakland to Catalina Race Bon Voyage Dinner. Western BBQ and live music at the Oakland YC. 832-6757.

July 5-6 — Wabbit Nationals, Lake Tahoe. Don Newman (916) 544-4224 or Kim Desenberg (415) 465-2551.

July 7 — 9th Annual Oakland to Catalina Race. Widely rumored to be the most fun you can have on this coast. For more information, see *Racing Sheet* or call the Oakland YC, 832-6757 or Bill Xavier, 828-9138.

July 7-12 — Cal 20 National Championship Regatta, Long Beach. Sponsored by Alamitos Bay YC. Mike Piehl (714) 525-7828 (H) or (818) 891-8702 (W).

July 10 & 13 — Starting Clinic sponsored by the Women's Racing Association and the Bay View Boat Club. Seminar plus on-the-water starts. Sandi Harris 922-6334.

July 11-13 — Millimeter Pacific Coast Championship Regatta, Stockton. Pax Davis, 324-1311 or Bruce Munroe, 327-4200.

July 19 — Silver Eagle long distance in the Bay Race. An 80-miler out the Gate, to South Bay and Vallejo. Chris Peterson 763-9605.

July 26-27 — Santana 22 Nationals on the Berkeley Circle. 237-2821.

July 26-27 — Triton Yacht Club Emerald Cup Regatta, Fern Ridge Reservoir, Richardson Park Marina; 9 miles west of Eugene, Oregon. Charles Fuller (503) 343-8157.

July 26-27 — Golden Gate Challenge Regatta. Celebrities from the Golden Gate Challenge will compete on Express 37s in conjunction with three-race regatta of normal people on normal boats. GGYC 346-2628.

July 28-31 — 10th Annual Moore 24 Nationals, Santa Cruz. With 40 to 45 boats in attendance, this may be the largest ULDB one design regatta ever. Catch a wave in Santa Cruz! (408) 476-3831.

Spring and Summer Series — Golden Gate YC — Series I: 6/6, 6/20. Series II: 8/1, 8/15, 8/29, 9/5. John Huebsch, 661-3143.

Island YC — Spring Series: 5/30, 6/13, 6/27. Summer Series: 8/1, 8/15, 8/29, 9/12, 9/26. Ron Lee, (408) 225-0311.

Encinal YC — Spring: 6/6, 6/20, 7/11. Summer: 7/25, 8/8, 8/22, 9/5, 9/19. Terry Iverson, 769-6190 or 522-0106.

Sausalito YC — 6/3, 6/17, 7/1. Gilbert Oliver, 986-1920.

Sausalito Cruising Club — 6/6, 6/20, 7/11, 7/25, 8/8. Debra Leanos, 499-9676.

Corinthian YC — Every Friday from 5/2 through 8/29 except July 4. CYC, 435-4771 or Fred Borgman, 435-2777.

Vallejo YC — Every Wednesday night from 5/7 through 9/24. Chester Carter, (707) 255-6155 days or (707) 252-2592 evenings.

All of the above races are open to the public. Some clubs have their own series for members only, so check with your club's race chairperson.

Please send your calendar dates by the 18th of the month to Latitude 38, P.O. Box 1678, Sausalito, CA 94966. Send early, send often, but please only one announcement per page!

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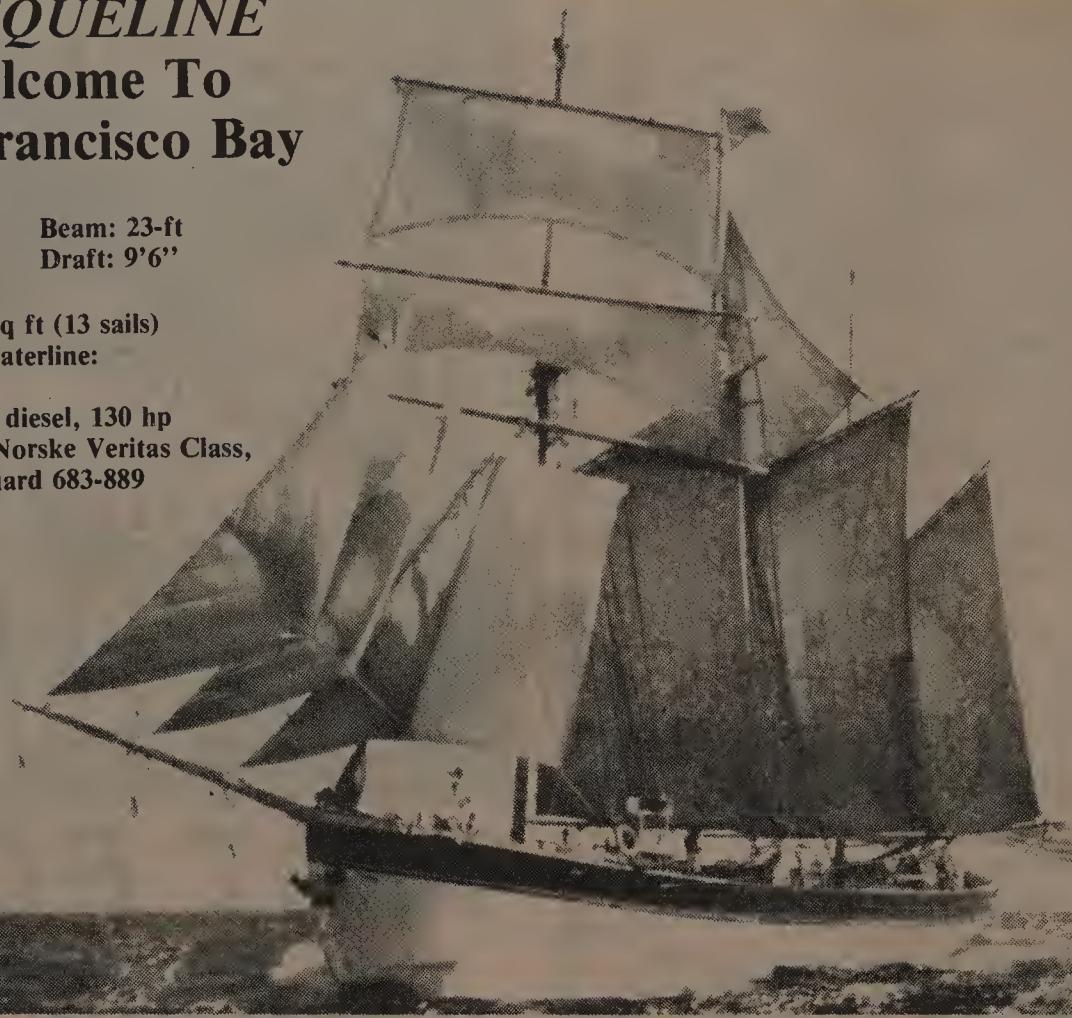
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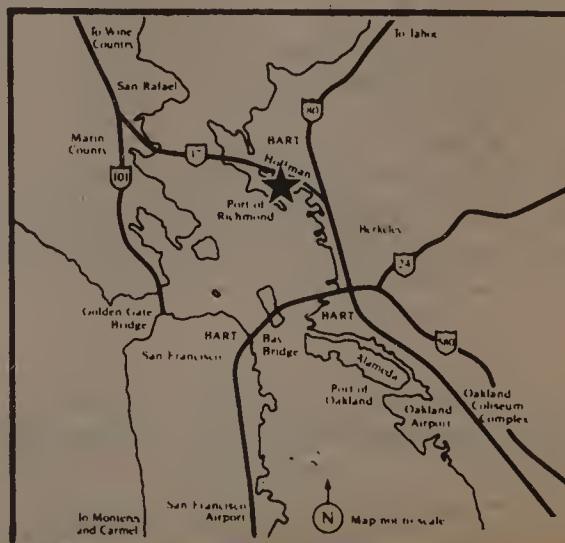
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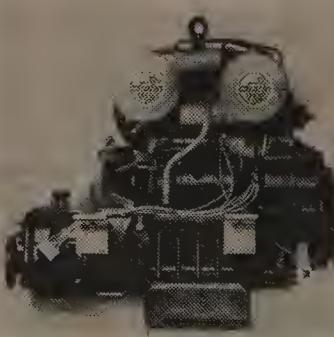
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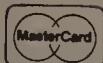
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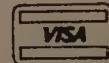
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FWR-188-438H	3/16	7/16	60'	60'	75.75 ea
FWR-219-438H	7/32	7/16	60'	60'	100.00 ea
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FWR-250-500H	1/4	1/2	70'	70'	127.65 ea
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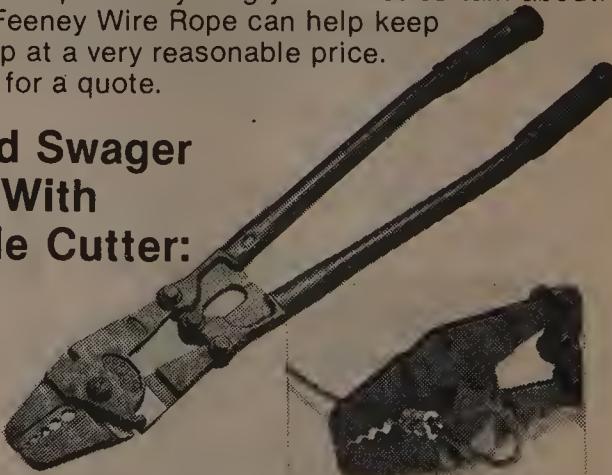
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LANCER 40 1984 Center Cockpit. Roller furling main and jib, teak and holly sole, VHF. Self tailing winches, propane stove. Ask \$85,000. Will look at any offer. Reduced, \$75,000.

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ERICSON 35 1983 North sails, roller furling jib, dodger. Barients, diesel. This boat has had very little use. Owners business commitments dictate this sale. A great opportunity.

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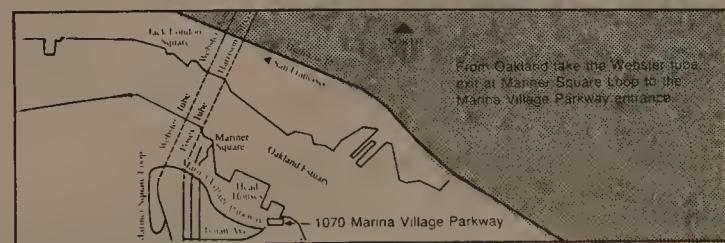
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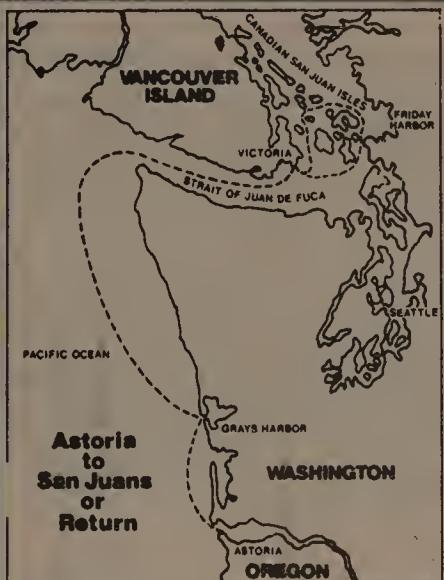
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Marina Village Profiles: Chris Kafitz



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Chris Kafitz

Fleet Captain, Merit 25, One Design Association
YRA, SYRA and ODCA delegate
Encinal Yacht Club member
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Like any competitive sailor, Chris Kafitz has a high set of quality standards for her crew, her boat, and her marina. After visiting a number of marinas in the East Bay, she chose Marina Village for her Merit 25, "Equity."

"I've been at a lot of marinas in the Bay Area, and Marina Village is among the best. It's designed with the boat owner in mind. The dockside amenities are practical and convenient. The shower and restroom facilities are clean, and there's a telephone close by. The entire marina is very well-maintained."

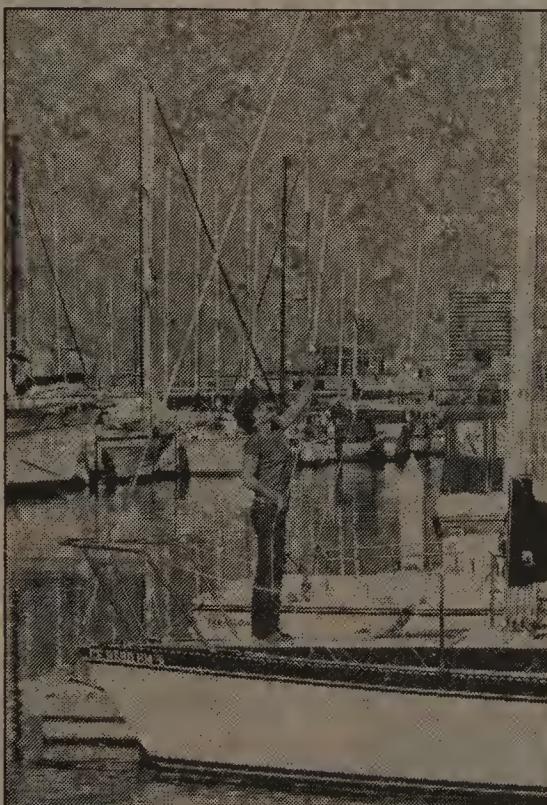
"The concrete fingers on the berths are a great feature. They're non-slippery, easy to keep clean, and they're very stable. They really make a difference. The other individual dockside features really make it a functional and attractive place to berth."

Chris also considered location in deciding where to berth her boat. As an avid racer as well as recreational sailor, it is important to have her boat in a marina that is easily accessible for crew members and friends.

"Marina Village is in a central location for anyone. It's 20 minutes from San Francisco, just a little ways from the South Bay, and it's perfect for the East Bay. It's got great accessibility, whether you're inviting your crew over or just getting together with friends to scoot around."

Being in the estuary has been an added bonus for Chris, especially during racing season.

"I find being in the estuary an advantage, and so do many of my fellow sailors. When you have a race, say on the Olympic Circle, it gives you a chance to brief your crew, plan strategies, get your boat rigged, and slowly work up to the race. You



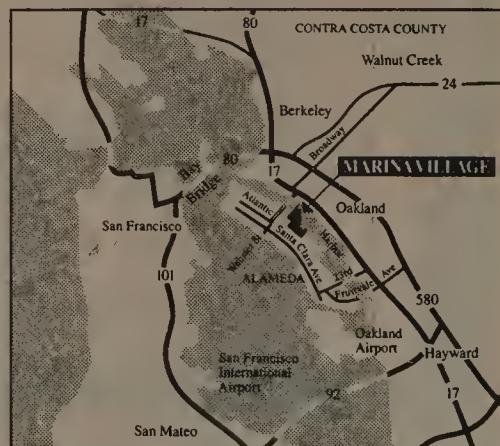
can relax before you get into heavy weather, and you can practice on the way. You also have time to celebrate and tell tall tales on the way back."

Chris' active racing schedule doesn't keep her from enjoying the many other benefits of Marina Village and the Oakland Estuary.

"This is one of the few places in the East Bay where you can take a few people sailing, stop at any number of restaurants, have dinner, and then sail on again. There are three yacht clubs nearby and several marinas where you can guest dock. And the weather here is great. In the summer it's generally ten degrees warmer in Alameda than in other parts of the Bay. You can often go sailing in shorts till midnight. You can't do that anywhere else in the East Bay."

Join Chris and the other discriminating boat owners who have chosen to keep their boat at Marina Village. Call Foster Goodfellow, Harbormaster, at 521-0905, and arrange for your personal tour of the marina facilities. Or drop by the Harbormaster's office at 1070 Marina Village Parkway, Suite 208, Alameda, CA.

Easily accessible from anywhere in the Bay Area, Marina Village is located in Alameda, just two minutes from the Webster Street Tube.



MARINA VILLAGE

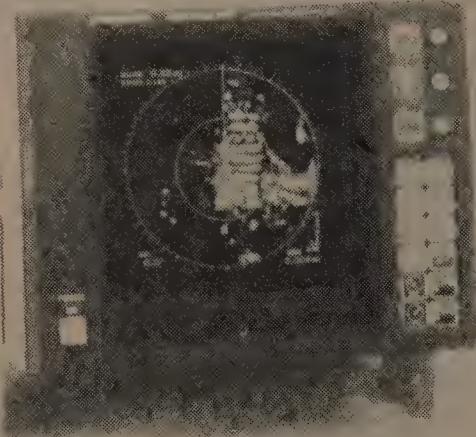
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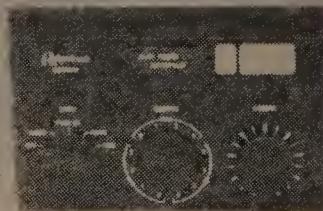


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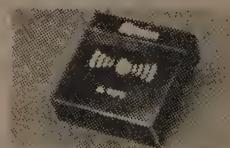
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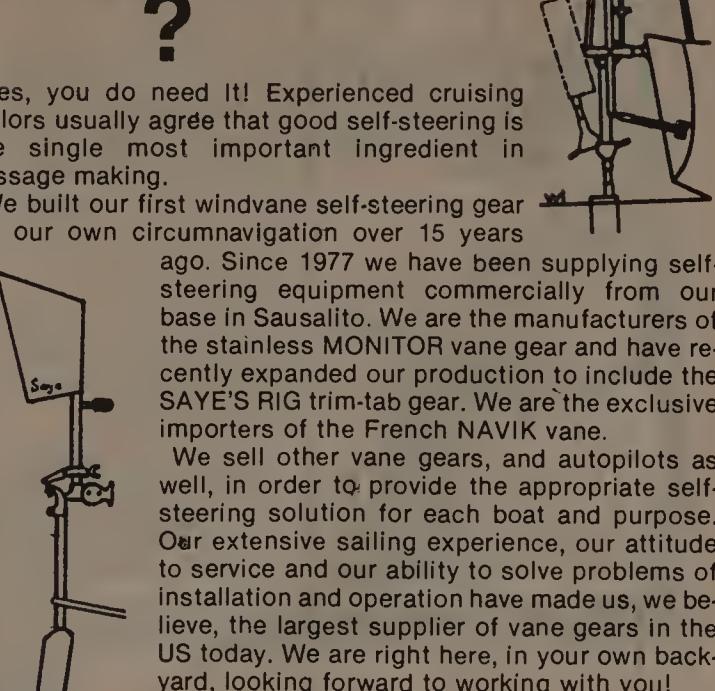
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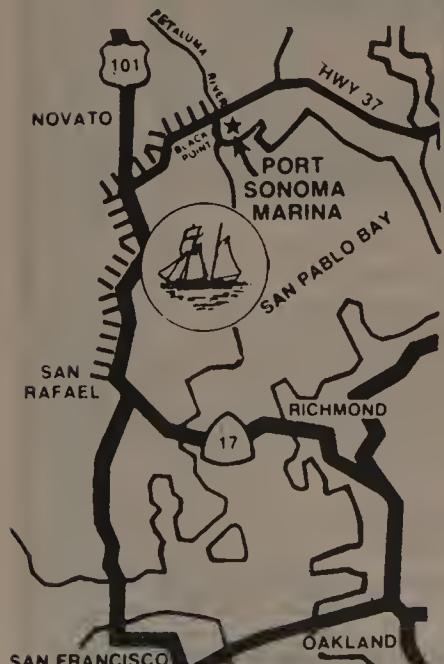
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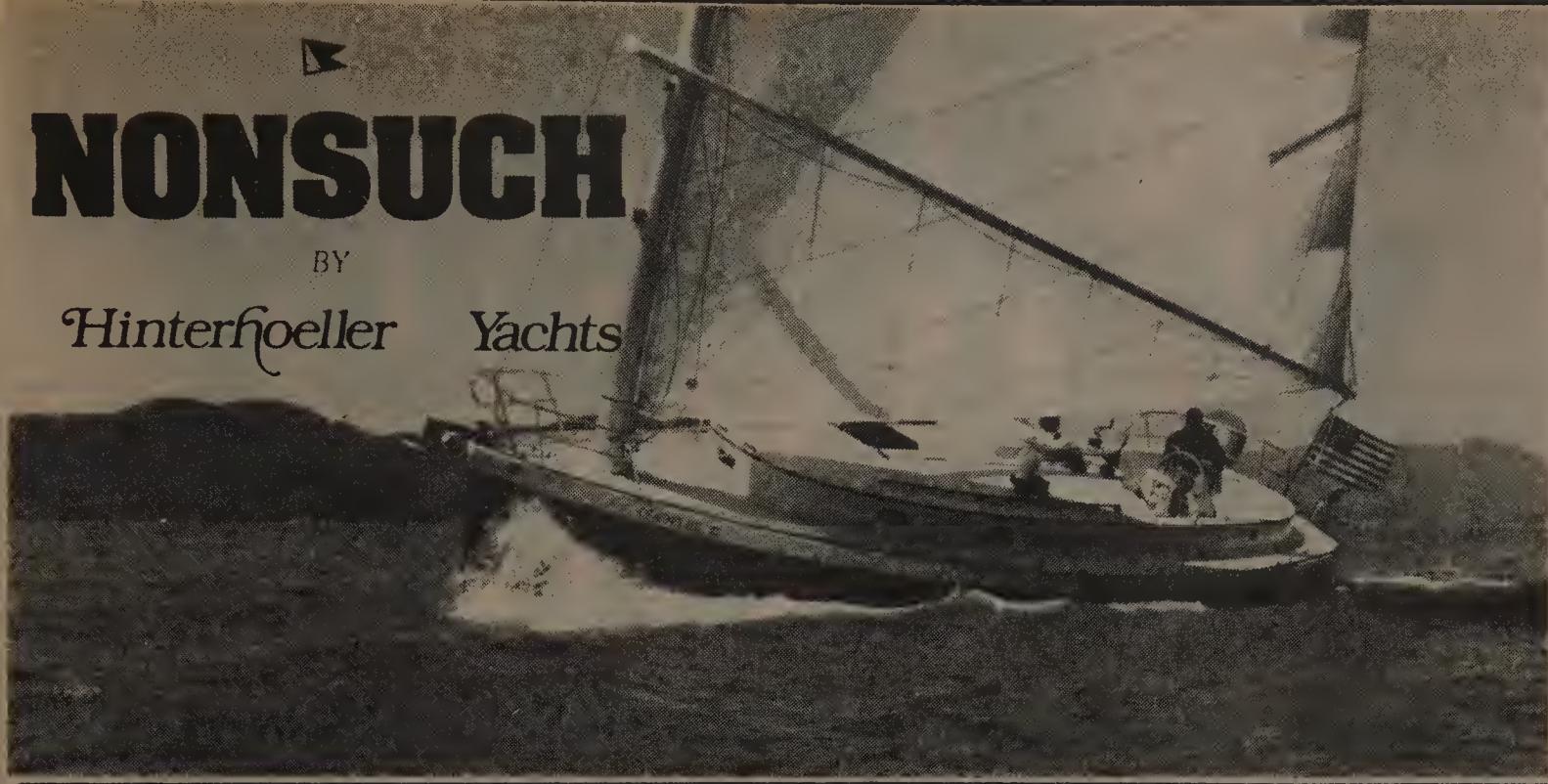
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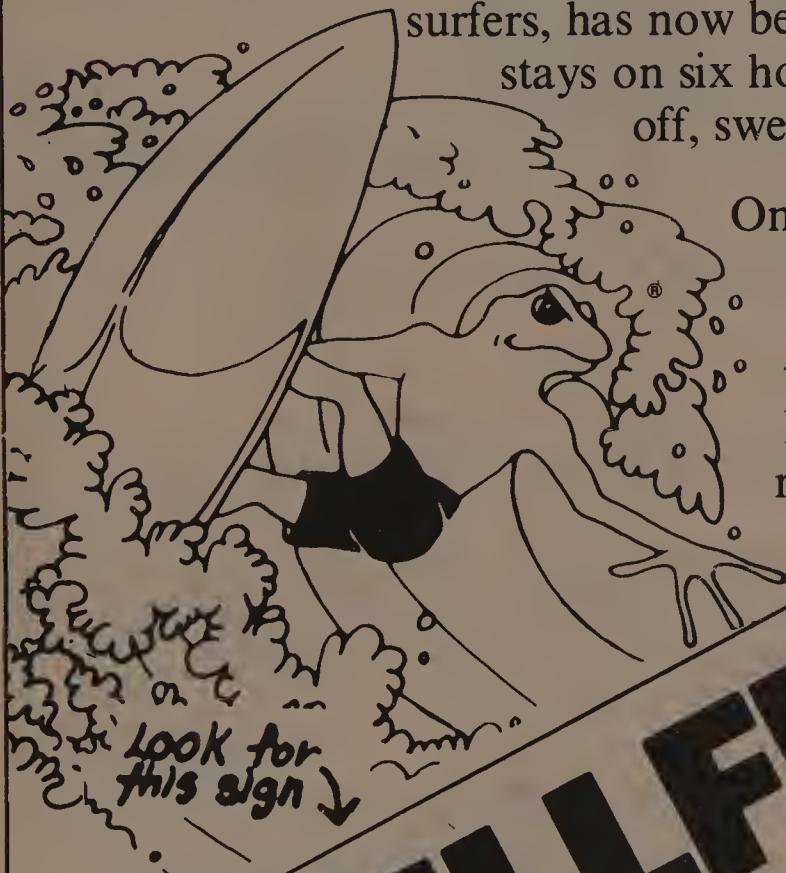
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LETTERS

□ TO BOAT WHAT?

I like your magazine 'cause you still relate to boat hippies — and all the rest too! That's unlike the 'slicks'.

I would appreciate more on cruising beyond the 'Milk Run', say to Bali, the Seychelles, etc. That's my new dream anyway, as it keeps me restoring and outfitting my newly acquired Pearson Rhodes 41.

This brings me to my next point. After seven years and a great Mexico cruise season, I'm forced to part with Novia, my Pearson Vanguard. There's such a better chance of finding a real sailor to become the new owner through your Classy Classifieds that I thought I'd give it a blast.

One more thing, why not feature the Vanguards, or even the entire early Pearson line, as they're great Bay boats as well as being exemplary cruisers with style, safety and lively sailing.

Broad reaches and sandy beaches . . .

Neill Randle
Oxnard

Neill — We've got an entire 'Beyond the Milk Run Series' to far less travelled places that we've been trying to squeeze in for about a year now — it's going to make it real soon.

Apparently you missed them somehow, but we've already done a 'Boat of the Month' feature on the Vanguards, a 25th anniversary article on Pearson yachts, and a long feature on the Coleman/Aero-Marine/Pearson Rhodes' 41's. You may not know it, but this magazine was conceived and for the first nine months operated on a Sausalito-built Pearson Bounty II, hull number 56. Built of fiberglass in the late 50's, they're still excellent boats.

□ TURTLE BAY WILL NEVER BE THE SAME

We wish to report to you the passing of a time-honored tradition that should not go unnoticed.

On a recent visit to Turtle Bay, we were shocked to discover that *El Sol de Jalisco*, the whorehouse, had burned to the ground. Turtle Bay will undoubtably never be the same.

Bob Dickson, Nita Prigian, Debbie Delight
Laguna Beach

Bob, Nita & Debbie — Perhaps a moment of silence by all our readers is in order.

Incidentally, Bob, sorry about the spelling of your name in the last issue.

□ STRAIGHT SHOOTING

After reading your article, *Asleep at the Wheel*, in the February issue, I found it increasingly difficult to remain silent. So here is my letter. As both a sailor, I own a Farr 36, and a working ship's mate with an unlimited Master's license, I would like to make a few comments. My intention here is not to make excuses, but to describe the reality of the situation as I see it.

The mate on watch of a merchant ship is charged with the safe navigation of the vessel. This includes not only keeping the ship off the rocks, but also with the keeping of a "proper lookout". To assist him in this job he has a helmsman, and, at times, a lookout. In recent years, the trend on board ships towards reduced crews has resulted in the unfortunate demise of the 24 hour a day lookout. This has occurred with the full knowledge and approval of the U.S. Coast Guard, citing, among other things, the enhanced reliability and detection ability of modern radars. However, should a collision occur, not having a "proper lookout", as required by Rule 5, will most certainly convict the mate on watch, and the Master.

Ships are not required by law to keep a "bow lookout". They are required to keep a "proper lookout", as are all vessels underway.

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Photo by Dan Neny

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LETTERS

What, you might ask, is a "proper lookout"? Depends on the circumstances; night or day, range of visibility, state of the sea, etc. The Rules of the Road do not prescribe where a lookout must be posted. Courts, however, have found that the lookout must be as far forward as possible. Anyone familiar with the sea can easily envision weather conditions where putting the lookout on the bow would endanger the man's life, or otherwise render him useless as a lookout.

Realize that a watchmate's, and Shipmaster's worst nightmare includes collision right up there at the top of the list. Also realize that you can't miss what you can't see. Even under the best visibility conditions and with a "proper lookout" posted, small plastic or wooden boats are incredibly difficult to see or detect with radar. As visibility and/or weather conditions deteriorate, detection of small craft becomes even more of a problem.

It is, therefore, incumbent upon small craft to make themselves very visible, as well as keep their own "proper lookout". No one is absolved of this responsibility because they happen to be on a sailboat.

Realize also, that should the nightmare become reality, it is entirely possible for a large ship to run down a small craft and never know it! Example: the ship I work on weighs 35,000 tons fully loaded, my boat weighs 9,000 pounds; you figure it out.

In the final analysis, every person who leaves a safe harbor and proceeds to sea is responsible for his or her own safety. That is the reality of the sea.

I agree with your final recommendations except the one about guns. If you shoot at me, and I missed you the first time, I won't the second.

I don't care if you think I'm a dolt or not.

Steven H. Stabley
Kaneohe, Hawaii

Steven — Thanks for the excellent and informative letter.

NUKES AND NEW ZEALAND

Since Larry is Canadian born, with permanent resident status in the U.S.; and I am United States born with Landed Immigrant status in Canada; and Taleisin flies a Canadian flag as she is registered (documented) in Canada, but was in fact built in California; we have come to call ourselves North Americans. We hope that settles that.

Many readers of *Latitude 38* are concerned about the environment and about our many neighbors on this planet we call home; so we have a request to make. During the months we have been in New Zealand, we have come to have a lot of sympathy for a problem we feel very few of our North American friends know of. In the last election down here, over fifty percent of the voters chose to make their country a nuclear free zone. This meant asking the U.S. Navy not to send any nuclear powered vessels to New Zealand waters as only one of the many tenants of this far reaching — and we feel brave — stance.

Unfortunately, the military people of the U.S. feel very threatened by the nuclear free attitudes of New Zealand and have threatened to force New Zealand out of the Anzus treaty, to boycott its products and to impose other sanctions if nuclear powered naval ships are not allowed to visit New Zealand ports.

Since New Zealanders have always been strong allies of the American people, and since they in no way wish to stop U.S. military people from visiting here, we feel the military's stance is not only unfair, but intrusive. We think the New Zealanders deserve our support for taking this unique stance. They may just be the thin edge of the wedge that opens our whole world to an era without the threat of nuclear bombs and nuclear power plant catastrophes.

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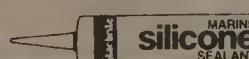
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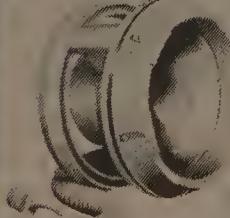
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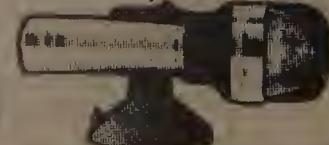
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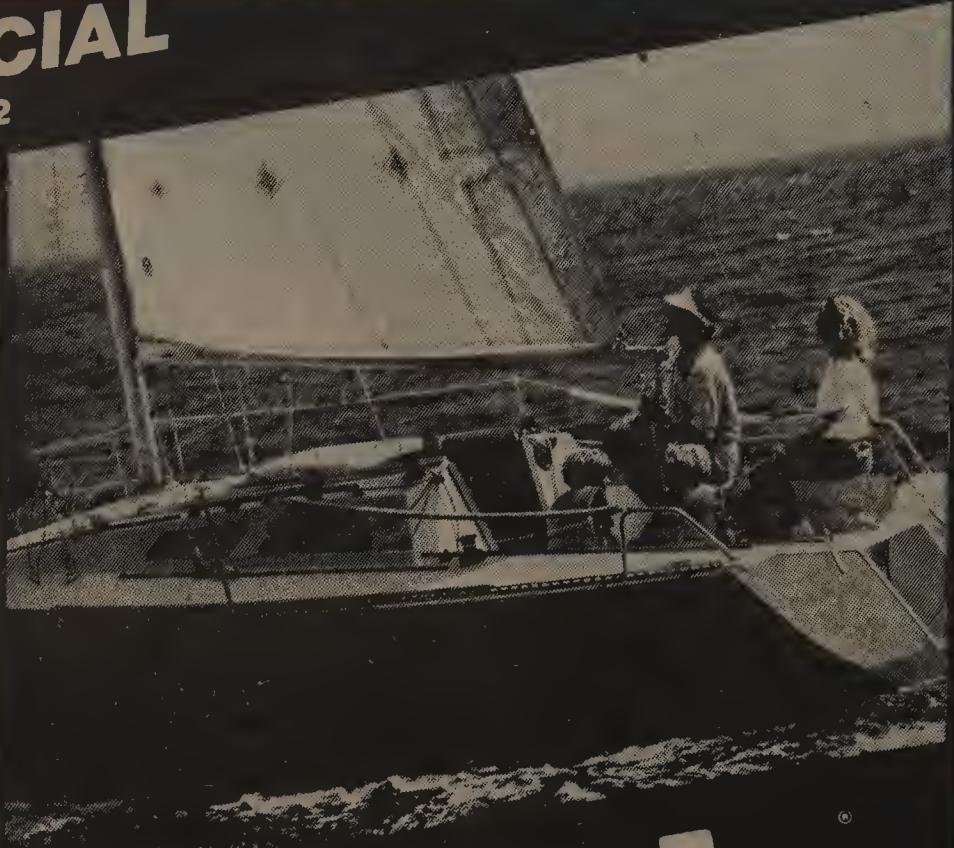
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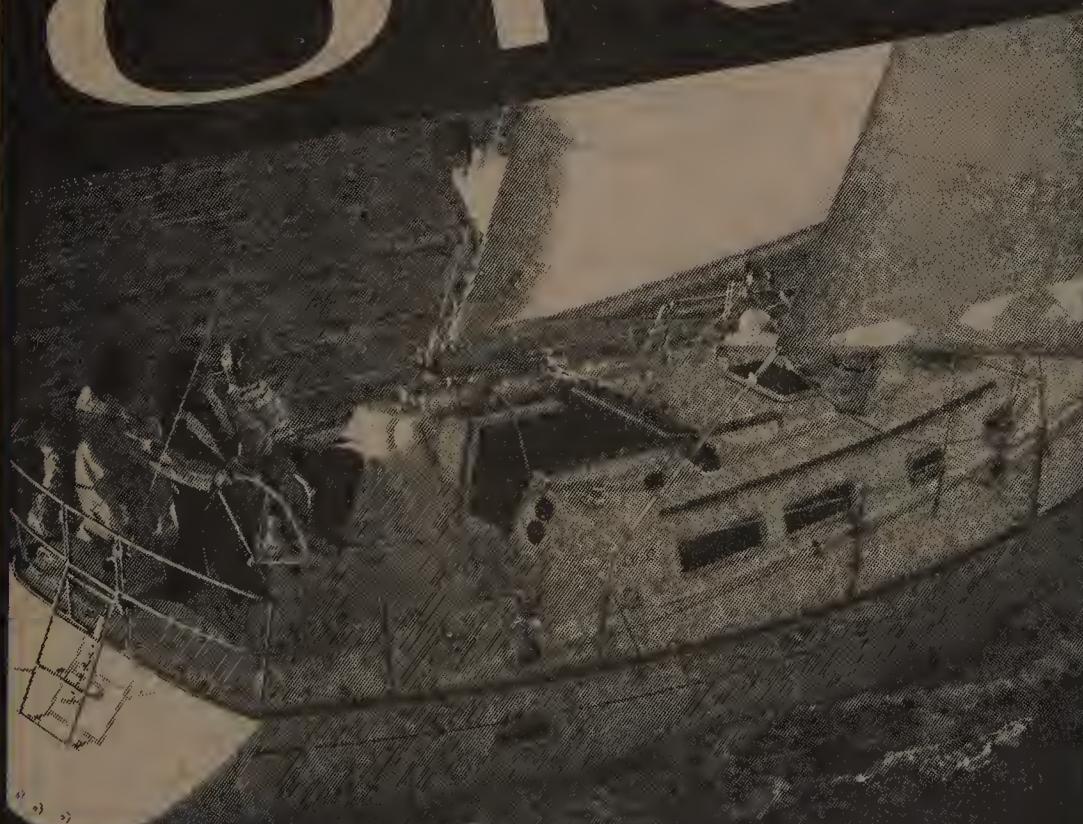
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LETTERS

Why am I writing this appeal to a yachting magazine? Because there is no group of people anywhere who have gone so far out of their way to make visiting yachtsmen welcome. Because this country



'Rainbow Warrior', New Zealand's first nuke victim.

is the goal of at least fifty percent of the people who leave San Francisco on a Pacific cruise. It's a great place to visit and it's a great place to cruise. In return for the hospitality New Zealanders have shown so many cruising sailors, I think we should give them our support and prove that many American people appreciate their stand, even if the United States military doesn't.

Take your gal out for a dinner of New Zealand roast rack of lamb tomorrow.

Lin and Larry Pardey
Yacht Taleisin
Greenhithe, New Zealand

Lin and Larry — It's a little misleading to infer that only the United States military objects to the selective reception of U.S. military vessels by the Kiwis; it's the current policy of the entire government, and one that is not necessarily in conflict with the opinion of the majority of its citizens.

Nonetheless, from just a short stay in New Zealand, we found that you develop a much different perception and a broader understanding of such issues when you're standing on Kiwi soil.

Like a lot of modern questions, it's a very thorny issue in which you can find reasonable people offering compelling arguments for both sides.

TO SLIP OR NOT BE SLIPPED

This liveaboard situation, why don't boaters recognize it for what it is? It's discrimination in its worst form, organized by public officials as well!!

Why don't people wake up and realize that you are the object of this deliberate and sometimes hostile attack on your home and lifestyle by a very prejudiced group of people.

They are organized sufficiently to sweep boaters out to sea using vague concepts such as public trust that they define to suit their needs. They happily carry out this discrimination whether it makes common sense or not.

This issue involves all boaters, just not liveaboards, so stand up for your civil rights. Stop being accommodately benign, this is America, not the U.S.S.R.!

Cities must provide low income housing to continue getting federal funds. Have they examined living aboard as an economically expedient way to satisfy the requirement? No, in fact one city, Newport Beach, has allowed themselves to be taken to court over this issue.

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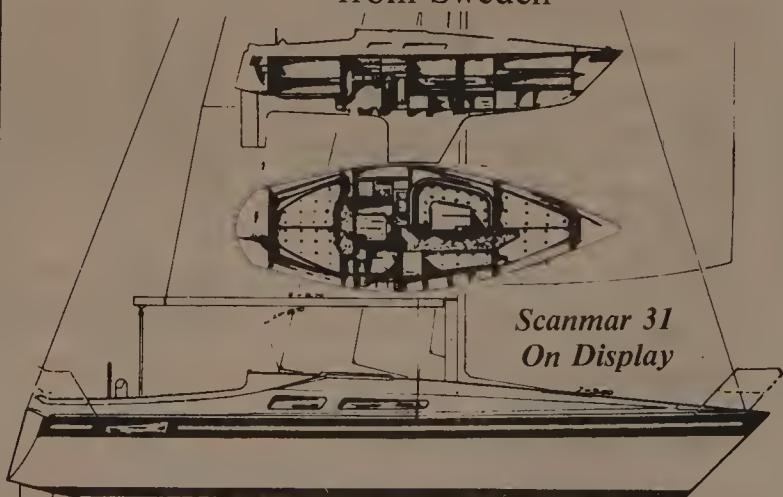


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2. Nevertheless, we've received so many enquiries for our watches, that even though our original promotional plan has been shelved, we've decided to go ahead and offer our watch at a price not matched by anyone for the same quality. This offer's part of our continuing merchandising program designed to help us establish the name of "Pusser's" in more households.

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4. The construction is stainless steel throughout with 14kt gold-filled trim, including the

classical linked wrist band. It's shock resistant, and water resistant to 100 feet. The crystal is mineral glass which means that it will never scratch. Other features include a rotating elapsed time bezel and a date display.

5. Beginning at the 12 o'clock position, and moving clockwise around the dial, the flag signal spells out "B" for BRITISH, "N" for NAVY, and "P-U-S-S-E-R-S—R-U-M"! The anchor on the face is the "Killick's Anchor" of the Royal Navy as found on all of their seaman's uniform badges.

6. Each watch comes in a leather pouch with a beautiful rosewood presentation box with an inlaid brass Killick's Anchor on the top. There's a One Year Warranty, and a Pusser's Money Back Guarantee if you're not satisfied with your purchase.

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LETTERS

We boaters possess a possible answer to cities' needs, so wake up skippers! It's your private property, they can tax it, why can't you use it as you please?

Some of these government bodies are on very shaky legal ground, and maybe it's time they got their feet wet. Even the I.R.S. recognizes a boat as a residence and treats it as another habitat.

Had My Say
Newport Beach

H.M.S. — While living aboard a boat may or may not be an economical way to live, a lot of boatowners — ourselves included — are loathe to see California's precious berths be taken up by folks solely in pursuit of low income housing.

The big arguments against the prohibition of living aboard are three: 1. A lived aboard boat is no more a violation of public trust than a non-lived aboard boat — in fact nobody can tell one from the other. 2. It's a violation of a person's civil rights to capriciously tell him or her how often and in what manner their boat can be used — as long as it doesn't infringe on the rights of others. 3. That the whole problem of liveaboards is a psuedo problem; the natural order of things is that only a small percentage of people want to live on their boats anyway.

□ GOIN' CRUISIN' AGAIN

We enjoyed our 1981-1982 cruise to Mexico so much we decided to go again, this time on a larger boat with plans to go much farther afield.

When we got back to the states aboard Renaissance, our Nor'West 33, we were broke but determined. Back to work we went, at the highest paying jobs we could find. We bought a Baba 35, and during the past three years have paid for her, outfitted her, and planned our next adventure.

We leave in October for Mexico, then in April or May of '87 we head for the Marquesas and beyond. We have no idea how long or how far. Much less, we don't care.

Please accept our Classy Classified ad for surplus sail for sale.

John and Judy McCandless
Redwood City

John and Judy — Congratulations on sticking to it. A lot of folks come back swearing they'll be going again in two or three years, but something usually comes up.

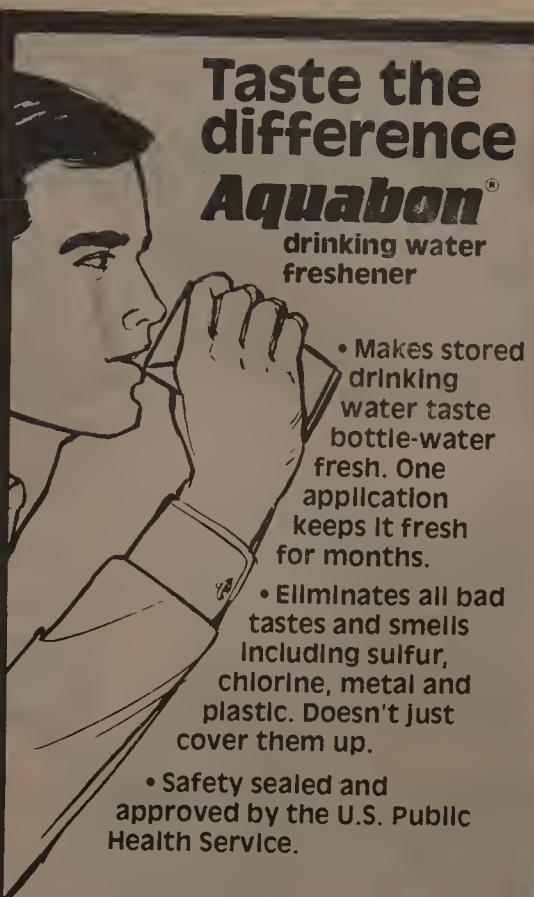
We'd be delighted if you folks could find the time to do a quick article on how you're preparing for this trip; what you looked for in your new boat, what things you're doing the same as last time, and what things you're changing based on your experience.

□ AH SHIP! BUNGLED AGAIN!

My Sausalito brother-in-law clipped and sent me that bit of your March issue having my letter about *Dreams in Motion* and your answering comments.

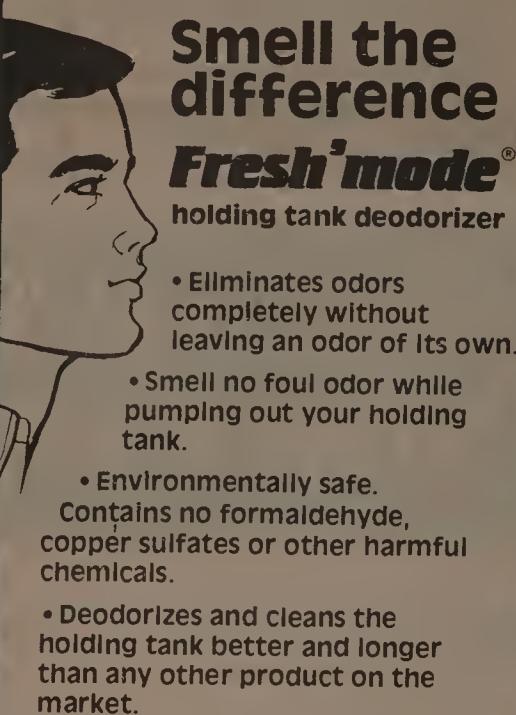
Your statement that you have never seen a ship as I knew them, would indicate that you have never been across the Bay nor even looked toward San Francisco and noted *Balclutha* lying at Pier 41 for low, these many years. Amazing!!

As for your big — "over 2,000 pages" — dictionary, are you one of those overly exuberant Americans whose creed is "If it's bigger, it's got to be better"? The book errs in having the primary description of the word "ship" as the second choice, and not noting that its first choice is just the commonly used, these days, sort of generic description for any craft. And the mention of jibs, staysails and spanker is certainly superfluous and unnecessary. Apparently, that editor doesn't know that schooners, as well as ketches, sloops and all other



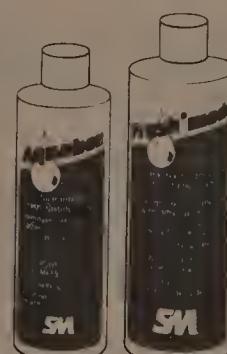
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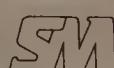


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LETTERS

fore-and-aft or square rigged vessels fly such sails.

Concerning the two *Lurlines*, there's no law prohibiting more than one vessel carrying the same name. Matson had the first one, and apparently Spreckels, combining his Hawaiian sugar activities, his interest in the Matson Navigation Company and a liking for the name, chose it for his yacht. While it's not often done, there are occasions of multi-use, probably the most duplicated being *Cutty Sark*. The old tea clipper was so famous that both yachts and large commercial schooners have been named after her.

To help you in identification of vessel rigs, enclosed are some instruction sheets from my days as instructor (and temporary-for-five-years-leader) for a Girl Mariner troop in New York City. Incidentally, they were all Chinese kids! And also, enclosed is an appropriate bit of verse — note the first stanza.

"That'll do, th' watch. Lay below an' git yer java!"

Robert G. Herbert, Jr.
East Northport, Long Island

□ PROP TALK II

Re: Fredric Laffitte's comments on feathering propellers:

Feathering propellers are much more expensive in the more common sizes that you generally find on the average boats. The boat must be hauled to install one and the shaft must be modified for the prop to fit. This all adds up to extra costs.

Bent or dinged blades can be fixed. But if they are bent too badly, internal damage may occur which will make the repair difficult or impossible. This means replacement. Also, divers cannot remove or install these propellers. The boat must be hauled if the prop is damaged, which again means more expense for the owner.

The feathering prop depends on relatively small gears. Even though they are made of nibril, they do wear and break. This generally means the prop must be replaced, because the gears and the blades are made for each individual prop and they are not interchangeable — without having difficulty in refitting and cutting the gears and matching the blade shapes.

Tim Kilian
Pitchometer Propeller
Alameda

□ MORE TALES OF READER/DISTRIBUTORS

On March 6 we flew down to Cabo San Lucas with a box of March *Latitude 38*'s hot off the press (though we didn't get a t-shirt). We thought you'd laugh at the reaction we got.

Our first target was *Adventure*, a Perry 47 out of Peninsula Marina



If you're going to distribute mags, Cabo is the route to have.

in Redwood City. She was lying at anchor right out of the window of our Hotel Palmilla room. We waited until Sandy, Woody, and three-year old Joshua Woodward came ashore to a secluded little beach

"Why do your sails last so much longer than anyone else's?"



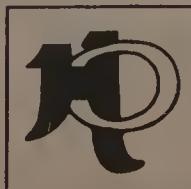
What a great question to be asked — especially by Doug Fredebaugh, head of maintenance at Olympic Circle Sailing Club, as he was ordering another Hogin Sail.

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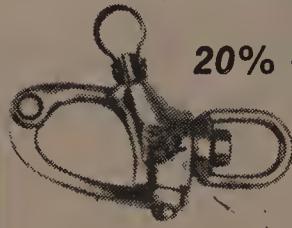


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VALLEJO

LETTERS

before laying one on them.

This was March 6th mind you. What service. What a reaction. They later headed north for Race Week.

We brought the rest of the issues with us to the Kan Kun bar and restaurant for the traditional Saturday evening feast. The 38's disappeared faster than the beer. The crew of Jinker (photo on page 121 of the April issue) gobbled up several and said they were "headed south for as long as we're having fun".

Al Fricke
San Mateo

Al — Sorry about the t-shirt, we were temporarily out. You should have yours by now.

□ AN OPEN LETTER TO WAYNE? WADE? (OR SOME SIMILAR NAME)

I hope you all enjoyed the Coors and "stuff like that" that you sent the female person out to get. I hope even more that your batteries died deader than dead, that the wind gods do not look upon you with favor, and that the diesel gods see fit to water your fuel.

For five hours on Saturday, April 12, 1986 (approximately 1100-1600), while we were trying to work the Doublehanded Farallones Race and communicate on channel 68 with the 131 boats that started the race, and all we could hear was you working on your boat. You had the transmit key depressed all that time. While you hammered, sanded, maybe vacuumed, and frequently set things down near the mike, the rest of us were incommunicado on that channel. According to a directional fix provided by a salmon boat in the St. Francis Marina, you were in Sausalito or Tiburon, with a slight chance of Richmond. We assumed you were working on a boat, but I suppose it could have been a restaurant, bar, yacht club, or such shoreside business.

We're trying to think it was equipment failure rather than stupidity or carelessness, but it's hard. If you ever go to sea, remember that it's easier to survive equipment failure than stupidity or carelessness.

Joanne Sandstrom
BAMA Doublehanded Farallones Race Committee

□ CREW LIST MODIFICATIONS

In reading the Crew List last month, I found, much to my dismay, that 46 of the 112 men with boats looking for cruising crew are also looking for an "#8" woman. Alas, I do not fit into this category. That means I'm cut off from the boats of 41 percent of the men looking for crew. (But please check my figures, it's hard for me to think through all these layers of blubber).

Well, you'll be happy to hear that I've decided to starve and exercise for the next 11 months so that by next year I'll be acceptable to that 41 percent. But I believe that before I work myself into a sweat, maybe some modifications to your Crew List are in order.

I think a man looking for an 8 should be required to tell us if he's at least a "9" . . . you know, midships. Also it would be nice if it was in working order 97 percent of the time (I don't expect perfection). Afterall, if I'm willing to tighten my rigging, I'd a least expect not to get stuck with a little flopping — I mean flapping — sail. What's fair is fair.

Also, to keep the lying down, anyone caught enlarging on his story is to have his name printed on the front page of the next issue. Those caught lying twice are to have their name and a picture of their non-code complying member published the following month. I would expect, of course, *Latitude 38* to do this in the utmost of good taste that we've always known it to exhibit.

The reason for this hard line position is because a man can tell who

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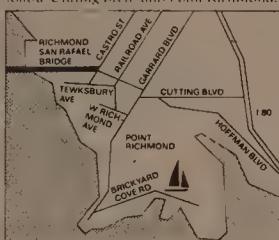
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LETTERS

the fat chicks are — they sink the boat when they step on — while I could waste a whole day and half the night on someone's boat before finding out his tiller can't steer a straight course.

I also think that it would be nice if those men attending the Crew Party next year looking for 8's put a little bull sticker on the upper left hand corner of their name tag. This is for their benefit. That way they won't be bothered by any women not in the 8 category. Of course, we'd need to distinguish them from the men who fall into the less than 9-99 category. Maybe we could let them have bulls, too, but their's would have to wear a clown outfit.

I hope you'll seriously consider my recommendations.

Barbara Bigabuns
San Jose

□ GRATITUDE 38

On behalf of the yacht *Meige* and her skipper, I would like to thank everyone for the warm hospitality you have given me during my stay here in Sausalito.

On May 7, I will leave for Tahiti. I have been preparing for this journey for the past 11 months and am very grateful to have been allowed the use of your facilities. I will miss all of you and will always remember Sausalito and the people of the Sausalito YC with good memories.

Merci beaucoup
Alain Durante
Meige
France

□ TROUBLED TIDE TABLES

Times is changing. You can no longer assume "that's the way it's been and that's the way it ever will be". I followed your advice. I looked closely at the tables and nowhere did I find "For Daylight Savings Time Add One Hour". I looked further at both my Tide Tables and my Current Tables. Guess what?

The Tide Tables change to Pacific Daylight Time (see April 26th, 1815 Low, and April 27th, 2008 Low — "spring forward" one hour. Then see October 25, 1700 High, and October 26, 1720 High — "fall back" one hour.

So the Tide Tables are corrected for Pacific Daylight Time but are incorrectly labeled as Pacific Standard Time.

The Current Tables, by some mystical time inertia, remain as Pacific Standard Time and are correctly labeled. Therefore, do add one hour to the current tables from April 27 thru October 25. However for you fishermen, do not, I repeat, do not add one hour to the Tide Tables.

And while we are clarifying and correcting, the Richmond YC harbormaster's names is Rich Weirick. Please print this correction or I lose my berth.

Finally, we all go aground in the Delta anyway, so who cares what the tides are doing anyway? Pass the Juniperberry juice, please.

P.S. If the distance tables change with the clocks we're all in deep trouble! Can you check on this?

Walk Kirk
Walnut Creek

Walk — You'd better change Tide Tables. Our Tide Tables for the Golden Gate and other west coast ports are clearly marked "For Daylight Savings, add one hour". So are the tidal differences between ports. So are the currents.

As for April 27, our Tide Table says low water was at 1908 (before adding one hour), not 2008. As for October 25, high water is at 1600 (before adding one hour), not 1700.

QUICK WATSON I THINK I FOUND IT!!

THE BOATER'S GUIDE TO THE HARBORS
AND MARINAS OF THE SAN FRANCISCO
BAY AREA AND DELTA.

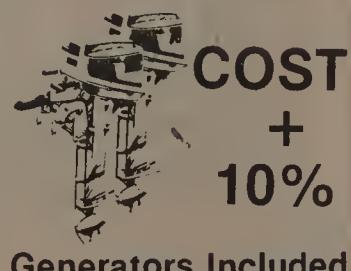
Volume II, 1986

A black and white illustration of a man with glasses and a mustache, wearing a plaid shirt, sitting on a sailboat and reading a copy of the 'Quick Watson' guidebook. The book is titled 'NUMBER 13. DISCOVERY BAY & DELTA'. Below the title, it says 'A Boater's Guide to SAN FRANCISCO BAY AREA AND DELTA HARBOURS & MARINAS'. The man is looking at a map in the book. To the right of the book, there is text advertising the 'NEW 1986 EDITION' which includes 'DETAILED MAPS AND DATA ON 65 HARBORS AND MARINAS. A COMPLETE GUIDE, EASY TO USE, INCLUDES INFORMATION ABOUT: BERTHS • GUEST FACILITIES • REST ROOMS • FUEL DOCKS • REPAIRS • RADIO CONTACT • HOIST • UNIQUE HARBOR CONDITIONS AND MUCH MORE.' At the bottom of the page, there is a form for ordering with fields for NAME, ADDRESS, CITY, STATE, ZIP, and a note to 'YES! SEND ____ COPIES TO ____'. There is also a note saying 'ALLOW TWO WEEKS FOR DELIVERY'. At the very bottom, it says 'SEND THIS FORM PLUS \$14.95 PER COPY (TAX, POSTAGE AND HANDLING INCLUDED) TO: BALD EAGLE ENTERPRISES P.O. BOX 410325 • SAN FRANCISCO CA 94141-0325'.

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LETTERS

We have another copy of a Tide Table, this one clearly marked, "This Tide Table compensates for Pacific Daylight Time".

So we guess it takes all kinds.

OLD FRIENDS AND OLD TIMERS

I was delighted to read the letter from Sally Peisch in your April issue. On Easter Sunday 1980, we were anchored near Ken and Sally's Morgan 38, *Sallyforth*, off Cedros Village. We were on our Freeport 41, *Baby B*. Incidentally, both our boats are named after our wives. Our crew and I spent the day with Ken and Sally, had a pot-luck dinner together, and in general had a wonderful visit as we waited for the heavy winds and seas to die down.

That night we followed *Sallyforth* through lumpy seas over to the mainland, after which she headed south, and we north to St. Martin, Ensenada and San Diego.

We saw Ken and Sally many times during our five seasons in Baja. Once we hailed them clearly in Puerto Vallarta from La Paz. What a skip on the VHF!

Sorry to hear you sold *Sallyforth*, kids. *Baby B* is now berthed snugly behind our house on the Keys at Lake Tahoe. We also bareboat charter our Islander Bahama 30, with special rates for old friends. Also free bed and breakfast if desired.

The sailing at Tahoe is great from April to October, with light airs in July and August. The scenery is fabulous and casinos and other nightlife is available for those who wish to play or gamble.

So we'd like to invite all our old friends from Baja to write or call us — we're in the South Lake Tahoe phone book — we would love to hear from all of you.

P.S. I'll be 68 this June, but I feel great and I still sail regularly. I'm sure that active sailing the past 28 years has greatly assisted in keeping me physically and mentally fit.

My sailing buddy up here, Art Smith with the Catalina 27, *Lollypop*, started sailing in Gloucester, Mass at age ten. He'll be 70 soon, but looks and feels great, too. So keep sailing kids, you'll stay young forever!

Dave Deutsch Lt. Col USAF (Ret)
South Lake Tahoe

RETIREMENT FANTASIES

My wife and I are doing some fantasizing about the good life after retirement. Like maybe spending eight months a year at Tahoe and four months aboard at Z-town or La Paz or wherever.

Are there places in Mexico where you can leave your boat unattended (?) for eight months?

We understand that this is done in the Med frequently.

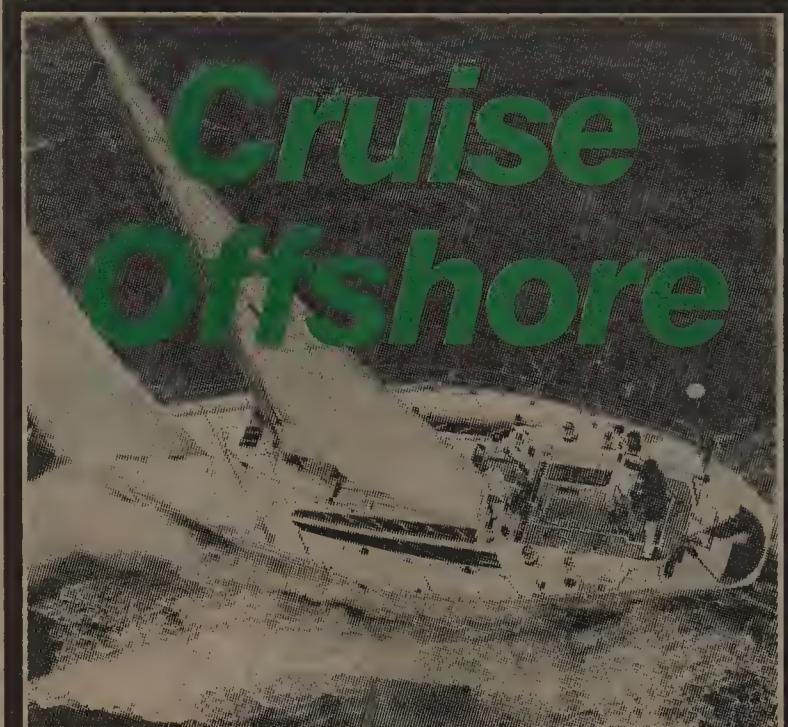
P.S. I pick up my issue from S.F. Boat Works, read it from cover to cover and always buy from your advertisers. Isn't that nice?

Ed Jose
Lafayette

Ed — That sure is nice, and don't think we don't appreciate it.

As for Mexico, recent changes in the law mean you can legally leave your boat down there for five years without bringing it back to the States. Right now you can leave your boat in San Carlos (near Guaymas), at Puerto Escondido near Loreto, at a couple of spots in La Paz, at Nuevo Vallarta and Puerto Vallarta, which are within just a few miles of each other, and at Manzanillo. This is not a complete list of the spots, but at each of these places you can have your boat carefully and competently looked after. You can expect the number of good places to leave your boat to grow in the next couple of years and the services to become increasingly professional.

You might want to check through this month's Letters for one writ-



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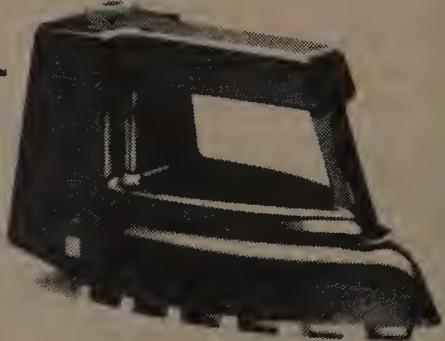
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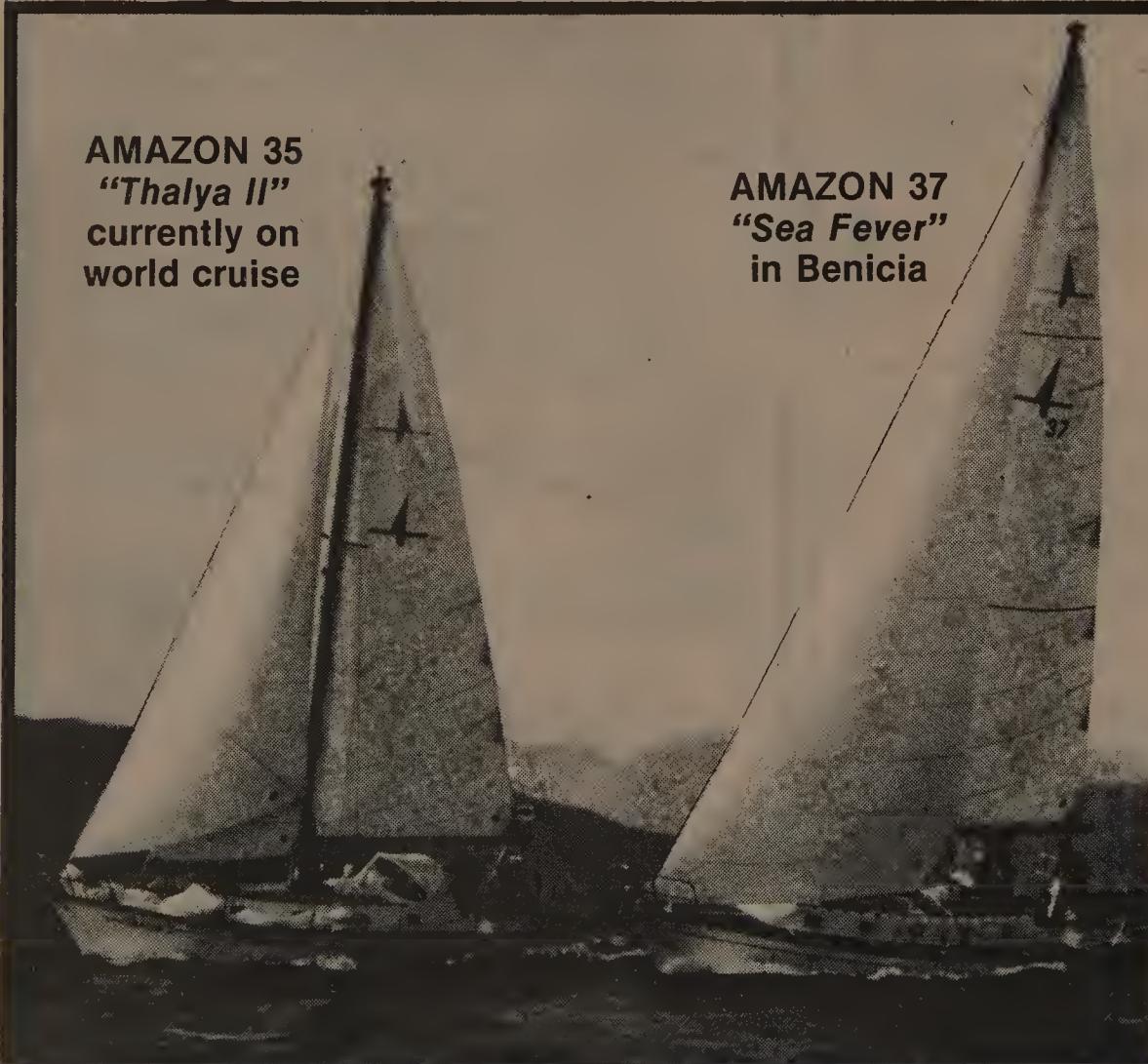
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LETTERS

ten by Dave Deutsch. He lives in Tahoe now but kept his Freeport 41 in Mexico for five years. His address follows his letter.

If you decide to make your fantasy a reality, you won't be alone. A large percentage of the cruisers in Mexico are retired folks enjoying the mostly warm weather, calm seas and low cost of living.

□ I LIKE THE CONFUSION I CAUSE

Since you don't have any idea what to tell an "honest single woman working to advance her sailing career" in the face of sexism, I would like to respond to Sharon Skalko's "Catch-22" questions posed in the February 1986 issue on page 71.

Actually, there are two very plausible alternatives: 1) Buy your own boat. Or, 2) crew for a female skipper. Immediately you solve the problems of jealous wives and girlfriends, and undesirable sex-swapping for crew positions. And I know first-hand that a young female skipper can get plenty of sailing experience in the Bay Area, where there are people willing to go sailing behind every boat.

Also, this is my opportunity to make a few comments about sailing and women. I want to encourage women to buy their own boats, especially if they are discouraged by the male-chauvinism that seems to be an issue with sailing. Women should realize that many sailboats



Santana 22 one-design action on May 18.

cost less than a car, and sailing is easier to learn if you own a boat.

I first went sailing two years ago with a man I went out with and subsequently stopped seeing. I realized that sailing was my new love, and bought a Santana 22 after 12 hours of sailing lessons in addition to a couple of months of research and *Latitude 38*.

I've been sailing for over a year and I personally feel I get respectful stares from men when I sail by them with a few friends. Of course, when I have even one man around, people in harbors, marine supply stores and other boats automatically assume he is the owner. This doesn't bother me anymore, however, because I know they would be right the majority of the time. I like the confusion I cause, and the shocked looks I get when they realize I'm the sailor.

The motivation behind sailing should be to have fun. So if something about sailing is getting you down, make a change for the better; "Men!" is something you really can't complain about.

Carol Panek
Santana 22 *Femme Fatal*

□ TO WHOM IT MAY CONCERN

For those of you considering the purchase of a Taiwan boat or a boat from Overseas Yachts, Inc., I would like the opportunity to share my experience with you.

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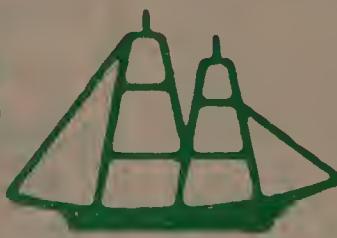
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LETTERS

go out on their own, my wife and I decided to sell our home and to live on a boat. After going to all the boat shows, talking with people who lived on boats, and all the dealers in Southern California, we custom ordered a 46-foot CHB Aft Cabin/Sundeck/Trawler with Fishing Cockpit. We were given a reservation on Hull No.016, scheduled for delivery in late June.

Because of some delays, we went to Taiwan on an inspection tour in early July and found our boat to be about two-thirds complete, and our hull number changed to No.019. She finally arrived in September. We had already sold our home, and set up the escrow to close August 1, with an option to rent it until September 1 based on the promised delivery date by our salesman.

September 1st arrived and we had no boat and no place to live, so Overseas Yachts put us up on a used 40-footer they had for sale on their work dock. When the boat arrived, the commissioning was promised for three weeks. There we sat, dead in the water — during a heat wave — while the three weeks turned into two months.

Finally, on November 11, our new home was ready for possession. Even though our dinghy, teak cabinet for the sundeck, one gallon of paint for some touch up and trim work hadn't arrived and there was remaining warranty work to be completed, we paid our bill in full, got their I.O.U.'s in writing and moved our new home to Ventura.

Now it's over one year later and the boat that was promised to do in excess of 15 knots and crew at 13 knots still does only 12 knots top speed and 10.5 cruise after three prop changes and the addition of trim tabs (at our expense). We still have problems with the plumbing, the instrument panels for the Perkins engines do not work properly, our dinghy, cabinet, and paint have not arrived and all warranty work has not been completed. All this in spite of countless phone calls and weekly visits to their office. Meanwhile, we have found our Perkins engines to be 200 hp instead of the 215 hp we were promised and our transmission to be 2.5 to 1 ratio instead of 2.0 to 1.

My intention with this letter is not to criticize Overseas Yachts or CHB, but rather to help fellow boaters avoid the same frustrations we have encountered.

Overall, we are pleased with the construction and appearance of the boat, and many items that we had problems with but not all have been taken care of under warranty. We enjoy living in Ventura and are happy with the lifestyle we have chosen.

Alan Anderson
Ventura, CA

Alan — We're not sure many of your frustrations can be avoided. As just about anyone who has ever ordered a boat from scratch can tell you, they are never ever completed on time and usually not even near it. Three or four weeks overdue is not even worth mentioning, while three or four months — and longer — is certainly not unheard of. And this rule applies to 25-footers as well as 12 Meters.

And naturally you can't begin warranty work until you've taken delivery of the boat.

As for Taiwan boats arriving with different equipment than specified, that also is as common as sand on the beach.

What to do? Treat all delivery date promises with a gargantuan dose of skepticism and be patient. Taking this advise you'll live longer and enjoy your boat more.

□ OIL AND BOATS

I would like to see an article on the effect of lowered oil prices on the boating industry. When prices went up, and shortages appeared in 1973, prices of used sailboats went up dramatically. Now that they are coming down, will powerboats be more in demand?

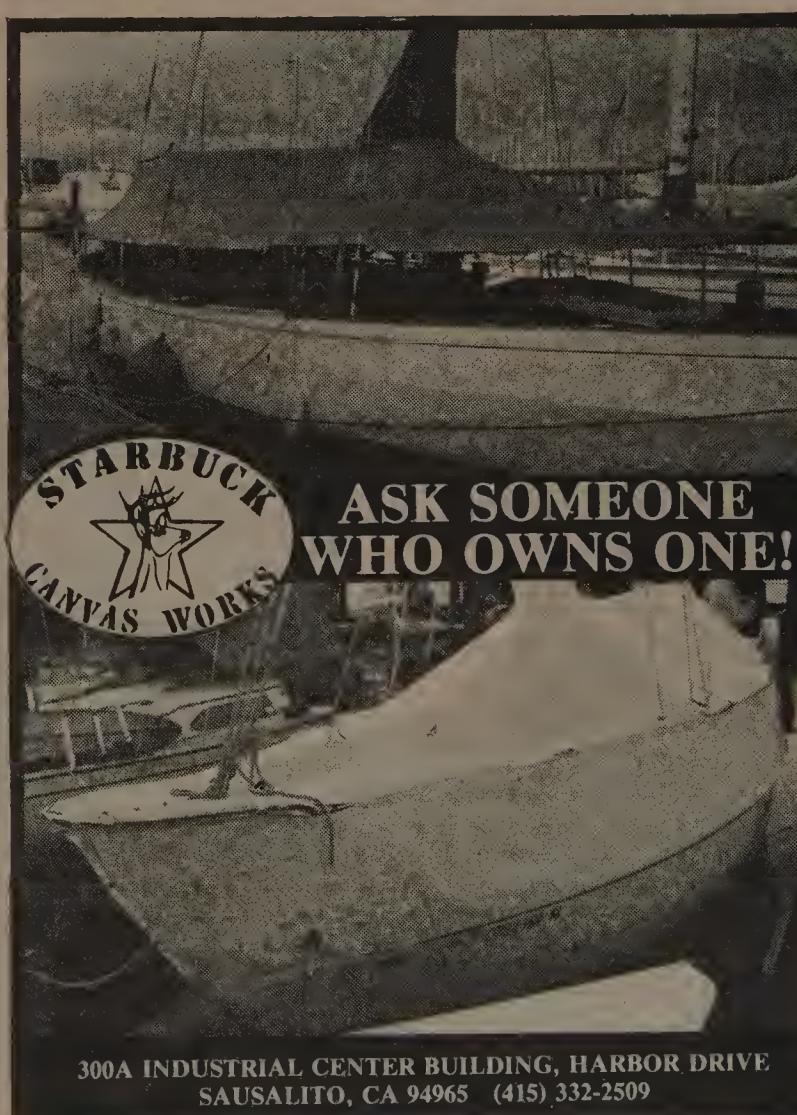
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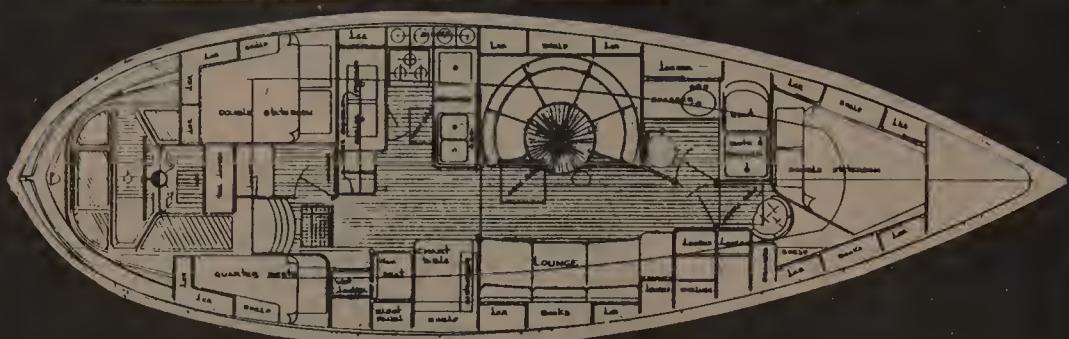
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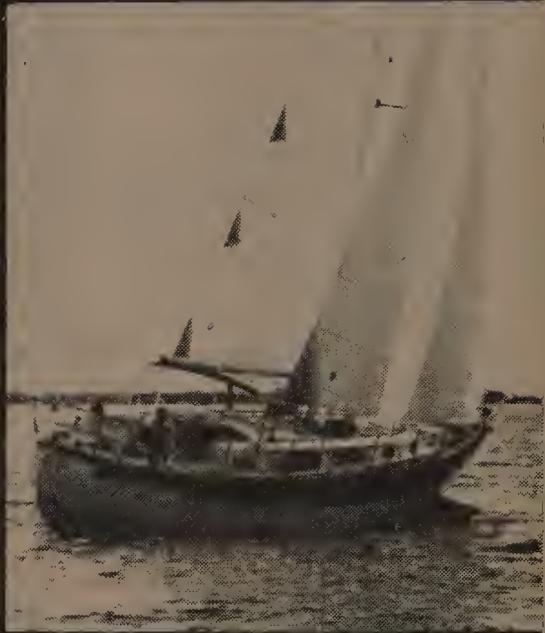


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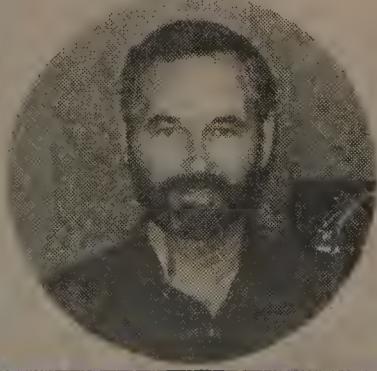
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LETTERS

Also, since fiberglass and other boat-building materials are oil products, will the price of new sailboats go down as well?

P.S. Here are some quotes you can use for filler:

"He who would go to sea for pleasure would go to hell for diversion." (Benjamin Franklin)

"Being in a ship is being in jail with the chance of being drowned." (Samuel Johnson)

Craig Kalb
San Francisco

Craig — Prices of all boats skyrocketed in the 70's. The very early Islander 36's sold for about \$22,000, while the later versions went for nearly \$100,000. Certainly some of that increase was due directly to the dramatic rise in the price of oil, but how much is difficult to assess.

The price of new and used boats has stabilized if not gone down in the last two or three years. Our feeling is that they are unlikely to drop much further.

Powerboats seemed to reach a new popularity about a year ago, long before the current drop in the price of oil. In recent months, folks who finance boats report that sailboats are regaining a segment of the market they'd lost to powerboats.

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A. Stincelli
Ventura

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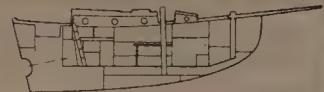
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P.S. If you've got a spare copy of *Fear and Loathing in Goleta*, I'd like to read it.

R.W. Tice
Bos'n / Commodore
Coal Oil Point YC

R.W. — *Fear and Loathing in Goleta* wasn't a book, it was the spring of 1969. We remember it well. A 60-year-old janitor was blown to bits by an anti-war group's bomb and a few weeks later our next door neighbor, a prince of an 18-year-old kid, died from a police bullet while trying to extinguish a fire on the front steps of the Bank of America.

□ THREE YEARS LATER

Just a short note on what this traveler found on his return to Cabo San Lucas after a three year absence.

What impressed me most was the commercialism of the place. All of the prices were in dollars with the exception of several restaurants. None of the natives want to speak Spanish. If you open with Spanish they always replied in English, at least to me. Speaking of restaurants, I had the best steak in over three years at The Galleon — and the service was excellent so I can't say enough about that place. El Coral was also very good.

A double room at the Finisterra was about 80 bucks a night and the hotel Hacienda said they were full up. I stayed two nights at the Mar de Cortez, which was clean and reasonable.

I had a few drinks at an old haunt on the playa to observe the yachts in the outer anchorage in the hopes of seeing a familiar one. I did not find one.

As reported earlier, the anchorage at Cabo is so full of moorings that the visiting yacht is forced to anchor far to the east of the action or pay \$10 a day for a mooring. Are they trying to tell us something? The bottom line seems to be that Cabo San Lucas is expensive and overrun with tourists. If that's your thing, fine; it is not for this sailor.

J.F. King
The Blue Yonder
La Paz

J.F. — We know exactly what you mean. But the good thing about Mexico is that other than four or five big cities, the several thousand miles of coast is both deserted and blessed with many anchorages. Compare that with most of California, which is just the opposite.

In Mexico you can take or leave the cities, in California you're stuck with urbanity.

□ OIL'S WELL THAT ENDS WELL

I am running considerably behind in my reading, and only now had an opportunity to read the January issue of *Latitude 38*. I would like to comment on a letter by Mr. Charles Thrasher from Albany carried on page 55 of that issue.

I happen to be a long-time sailor, an environmentalist, a geologist, and at the same time deeply involved for over 25 years in offshore exploration. Mr. Thrasher's comment about the enormous number of drilling rigs and platforms off the coast of Northern California is

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LETTERS

based on absolutely nothing. I only wish that he were right. We really don't know whether or not there is any commercial oil off Northern California.

Let me tell you, for example, what has occurred during the last five years in the United States. The industry, with great hope, went into the Georges Bank area, the Baltimore Canyon and the southeast Georgia Embayment off the Atlantic Seaboard, the Eastern Gulf of Mexico off the Florida Panhandle, the Cortez Tanner Bank of California, the Gulf of Alaska, the St. George Basin, the Navarin, the Norton Basins, the Kodiak Shelf, and the Lower Cook Inlet, in the hope and expectation of finding the energy this country so desperately needs. After great difficulty and a great hue and cry about the pollution and all the platforms and drilling rigs, all these areas have been drilled to date and no commercial oil or gas has been found. There are no platforms, there are no drilling rigs, but the country is a great deal poorer.

I have no doubt but that Mr. Thrasher not only drives to work and to his boat in an automobile, but also heats his house with natural gas and cooks with gas or electricity. He undoubtedly has an engine in his sailboat; probably an oversized one because Americans love power and most of our sailboats have more horsepower in their engines than is necessary. The recent surplus of oil in the world is just causing Americans to go back to their wasteful energy ways. One thing must be kept in mind that if we do not explore for oil, then the difference has to be made up with imports.

The bulk of the pollution of the world's ocean occurs from run-offs from rivers and streams. The pollution from tanker traffic is far, far greater than the less than one percent that occurs from offshore drilling. We don't load tankers at platforms. All the oil produced in the



Oil rigs in the Santa Barbara Channel.

offshore of the United States comes ashore through pipelines. You will recall several years ago that two tankers collided in San Francisco Bay while in radar and radio contact with each other. I don't recall hearing of any of the pipelines running into other pipelines.

It is easy to be critical of offshore drilling, but one must give credence to the alternatives. Until this year this country had been successful in maintaining its diplomatic independence because it has maintained its energy independence. Many of us are quite concerned, that with the low price of oil, that much of the exploration in this country will disappear. All of the synthetic fuel projects of the country are already in the process of shutting down. Many of the coal mines are shutting down and in a very short time we will be once again at the mercy of foreign nations, many of whom with very unstable governments will be dictating to us, not only price, but perhaps our foreign policy.

One must accept that certainly well into the next century, there are no alternatives to oil and gas. They will either be found in this country onshore and offshore and distributed to refineries by pipelines, or

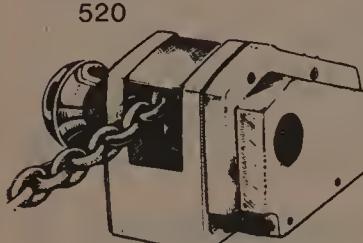
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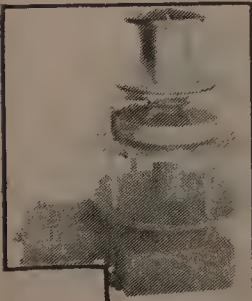
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they will come primarily from the Middle East by tankers to our refineries. If we get in a very dependent situation, it may not be crude oil in those tankers, but it may be refined products. Crude oil is biodegradable and does no lasting harm to the marine life. A good example is Coal Oil Point off the University of California at Santa Barbara, where a large natural oil seep has been in existence for millions of years. There are records of the Spaniards using oil from the beaches in Santa Barbara to caulk their boats as had the Indians before them. A Jesuit priest walking up the coast of California in 1776 described the numerous tar balls. It is because of these oil seeps that we are interested in the possibility of finding oil offshore in California.

I agree with Mr. Thrasher that as sailors we owe a responsibility to the oceans we sail, and as I sail up and down the coast of Southern California, the immense pollution I see is manmade: plastic cups, plastic plates (neither of which are biodegradable), floating beer cans and the other trash of inconsiderate man. I can assure you that most of us who went into the profession of geology have a great love of the environment. We would be the last in the world to do anything that we felt would harm either the land or the sea.

George B. Pichel
Dana Point

George — We don't know how you can say that natural oil seeps such as occur at Coal Oil Point don't do lasting harm to marine life. We went surfing with a guy at Deveraux (the surf spot at Coal Oil Point) on a day that the coal oil was really thick. He wiped out on one wave and took a pie-sized glob down the front of his wetsuit. First the tar got squished into his chest hair. That's about as much as any man can take. But as he paddled in, the awful stuff worked its way down into his pubic hair. He's one case of marine life that's never been the same since.

GREAT FUN, ONE OF THE BEST TIMES IN MEXICO

An unfortunate situation occurred at the 1986 Sea of Cortez Race Week that I think your readers should hear about.

After the second PHRF race a skipper's meeting was called by the race officials to discuss how things were going and to ask the skippers to comment on anything that might be done next year to improve the race. Several things were suggested, and then one skipper suggested we change the way the overall point system was set up in this race because it was clear that Hawkeye, after winning the first two races in class B, was sure to be first overall. He wanted the overall winner to be determined by using the corrected times of all boats involved even though the ratings would then have to be all re-computed because two of the classes were not using spinnakers and would be owed time. This would eliminate Hawkeye from any overall standing and bring himself into contention. The race committee rejected the idea, after all everyone knows that you don't change the rules in the middle of a horse race.

Hawkeye won the third race in class as expected. The race committee read the results and gave the overall standing results of Hawkeye first overall, Second Half second overall and Little O third overall.

Two days later the race results were again read over the morning net, but now the overall standing was changed and Little O was announced as overall winner. No second or third overall winners were even mentioned. This was done only three hours before the awards ceremony was to begin and the PHRF racers were not told of any changes in the way the race was set up. We assumed a mistake had been made in the reading of the results or that this was some kind of joke, after all Little O just happens to be owned by the publisher and

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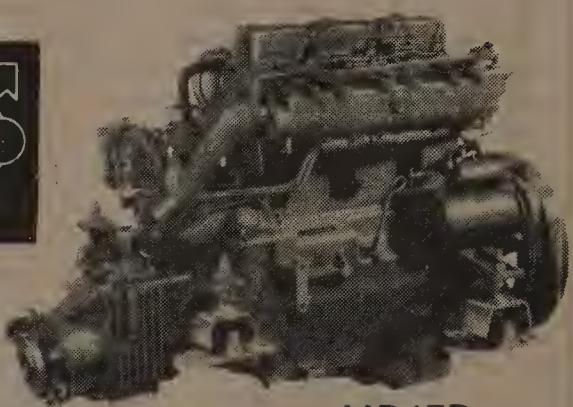


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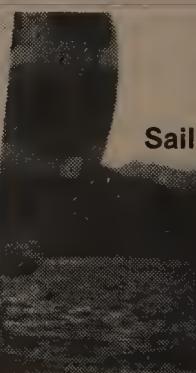
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LETTERS

owner of *Latitude 38* which was one of the original sponsors of Race Week and now the major vehicle for the promotion of the event.

I was on my way over to the committee boat to make a copy of a video tape of the wet t-shirt contest held on the beach the day before, so rather than tie up the already crowded VHF channels to find out what was going on there, I figured I would just ask when I got there. What I found was that no one wanted to talk about what was happening and I could not get a straight answer from anyone. It seemed that *Little O* was now the overall winner of the PHRF race with no second or third place trophies to be awarded — who knows what they plan to do with those trophies that had already been made up. Finally, I was told by one of the race committee that Mr. Spindler came over to the committee boat and asked to see how the race would have turned out if the overall winner was determined by corrected time instead of by points in class. The committee had already rejected this idea, so they gave the race times to Mr. Spindler and he computed the corrected times and placed *Little O* in first place overall. The committee didn't argue with the sponsor.

I filed a protest against the changing of the rules at the end of the race which was subsequently rejected because it was not submitted within two hours of the race. It was okay to change the rules after the race but not to hear a protest which hardly could have been presented before there was anything to protest. To top this off, while on the committee boat discussing all this, a video was being run of the race and there was Richard in *Little O* appearing to be skulling his boat in light air. Again I protested and it was rejected for the same reason.

At 11:00 a.m. that day the awards presentation began — I boycotted the event even though I was to receive a second place award for class B — and was told by friends that Mr. Spindler and *Little O* graciously accepted their undeserved trophy and the second and third place trophies remained on the table unpresented. (This is a violation of USYRU rule book, page 102, paragraph 24 "Prizes".)

What made me most angry was that up to the last day, Race Week had been great fun and one of the best times we had in Mexico. Then right at the end, it was ruined. How sad it was to end on such a sour note.

As for my wife and I, we won't be back. We predict that if these kinds of events continue to occur, Race Week will soon be part of the past. *

I am also sad about *Latitude 38*, which had been my favorite boating rag. The next time someone hands me a copy, I will graciously accept it and place it behind the supply of toilet paper we have aboard. Cruisers need backups.

As for Hawkeye and Second Half — you're still winners in my log.

Richard R. Halstead
China Doll
Somewhere in Mexico

Richard — Have it your way.

First overall, Hawkeye, King 48, Don Heardon. (Note: Hawkeye was beaten in every single race on corrected time by the following boats by the following margins: Little O, 93, 18 and 27 minutes; Pearl, 78, 20 and 34 minutes; Picaroon, 84, 20, and 15 minutes; Secret Love, 73, 11 and 19 minutes; Show Me, 62, 7 and 13 minutes).

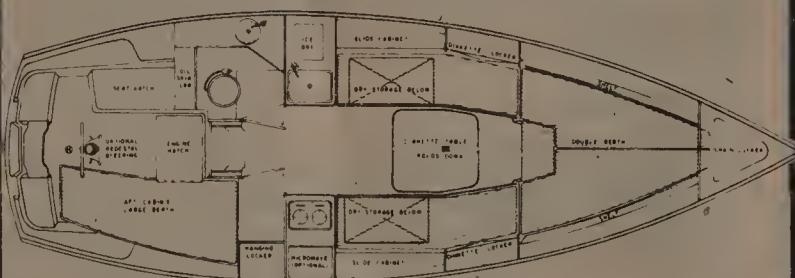
Second overall, Second Half, DownEast 38, Pete Johnstone. (Note, Second Half was beaten in every single race on corrected time by the following boats by the following margins: Little O, 60, 49 and 44 minutes; Pearl, 35, 51 and 41 minutes; Picaroon, 31, 51 and 32 minutes; Secret Love, 20, 52 and 38 minutes; Show Me, 5, 24 and 30 minutes).

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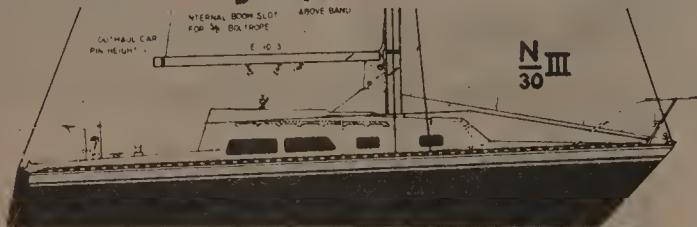
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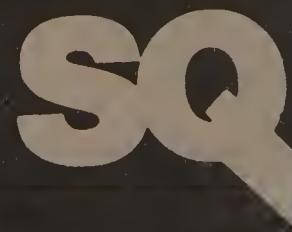


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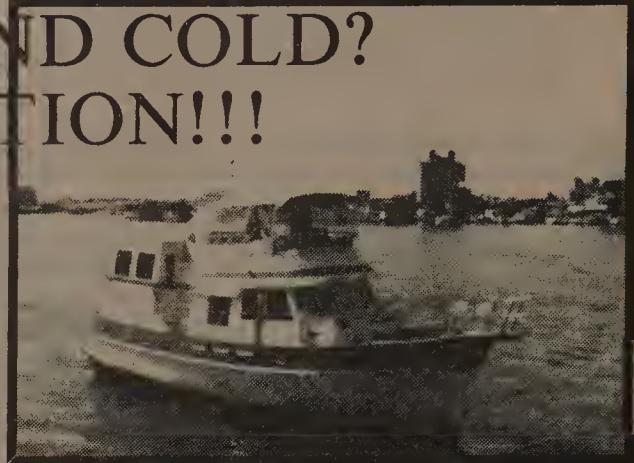


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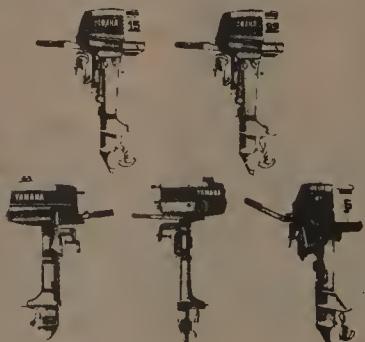
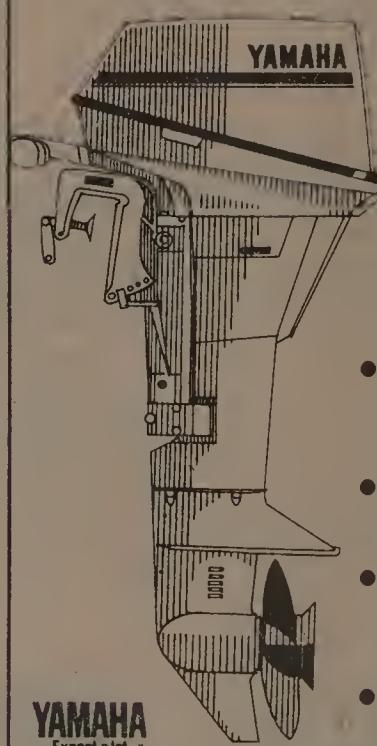
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LETTERS

Third overall, China Doll, Passport 51, Richard Halstead. (Note: China Doll was beaten in every single race on corrected time by the following boats by the following margins: Little O, 59, 173 and 104 minutes; Pearl, 24, 185 and 103 minutes; Picaroon, 30, 185 and 184 minutes; Secret Love, 19, 176, and 100 minutes; Show Me, 4, 159 and 92 minutes).

Congratulations gentlemen.

Sea of Cortez Race Week racing is meant to be a laugh-filled lark not even approaching the seriousness of a beer can race. As such, we're sorry that you, Pete and Don missed the whole spirit of the competition. We've been told that this was your first race; perhaps that has something to do with it.

A ridiculous error was made in the structure of the race scoring, one akin to a doctor taking a patient's temperature and then telling them they had an I.Q. of 98.6. That you weren't sporting enough to concede the obvious mistake (Pearl, for example, could have beaten Hawkeye in each race by 24 hours and still never had a chance to win overall) was unfortunate. That none of you accepted the special trophies created to honor what you did win — best records within a class — was, in our opinion, childish.

As for your many allegations, we suggest you don't make a practice of getting such reckless falsehoods in print as it will only be a matter of time before you cross a litigious person who'll empty your cruising kitty in libel court. A few examples: Your sculling protest was not denied because of a time limit, but because the video clearly showed that the boat in question had long since finished the race. Second, second and third place trophies were indeed given out, to Bill Riley on Pearl and Bob Caspary on Picaroon. Third, we are not a sponsor of Race Week, nor have we ever provided any funding — we can't get the liability insurance for it. All we've ever done is found it, publicize it and give away t-shirts and visors. Four, The race committee never rejected the normal concept of corrected time winners at the skipper's meeting; they said they would study it. The truth is that there never was going to be an overall winner, until after the first race when we showed the race committee how yacht clubs all over the country use 6 seconds a mile to reconcile spinnaker and non-spinnaker classes. The race committee, whose average experience consisted of less than one race, didn't fully understand it at the time because of the general confusion and concomitant partying. Five, everybody on the race committee boat was willing to talk; we were there with you and Hawkeye's skipper for half an hour that last morning — and at that time neither one of you expressed one word of dissatisfaction with the employment of a corrected time scoring system. In fact a member of the race committee assured us that the error had been explained to you folks, that you understood, and that there was no problem. We had no idea there was any unhappiness until we were bushwhacked with it just minutes before the awards ceremony. Five, had any of you stayed for the awards ceremony, you would have heard the General Chairman of Race Week carefully explain to everyone that he took full responsibility for what happened and the scoring system. Those are real facts.

What you are accurate about is our being instrumental — we were acting on behalf of a group of experienced racers — in getting the completely novice race committee to appreciate the absurdity of an 'overall winner' having been beaten in every race by five boats. Once this was understood, the committee immediately decided to correct the error — and to award you folks the special trophies.

You suggest our motive was selfishness. Hogwash. We'd won the first Race Week with a heavy boat and were second with the same boat in the next Race Week. As the founder of Sea of Cortez Race Week, our primary interest was in seeing that it continued with its basic integrity intact — not that we win this most casual of competi-

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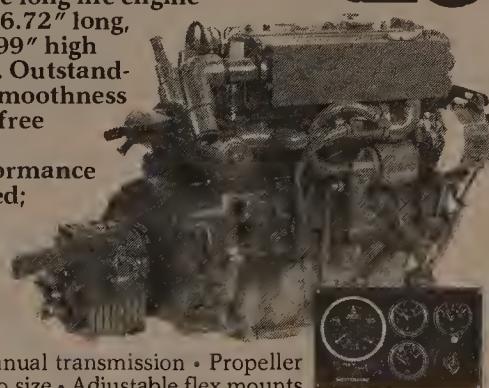
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LETTERS

tions. Each member of the race committee will tell you that we prefaced our scoring system appeal with "Throw us out of the whole thing, we don't care about that, but consider the case of Pearl . . ."

Never in our wildest dreams did we imagine that anybody would raise such a stink over something so obviously ridiculous in our life. Yet even if we had, we still would have argued as we did. It was a matter of principle, just as printing your factually inaccurate and derogatory letter — instead of chucking it in the garbage — is a matter of principle.

The fourth Sea of Cortez Race Week will begin next Easter Sunday, and there'll be plenty of boats. Many people who attended this year indicated they'll be returning, and we've gotten assurances from many folks who plan to cruise next year that they'll also be there. It's your privilege to be an ambassador of negativity if you wish, but given that it's an extreme minority viewpoint that doesn't even extend to the entirety of your crew, we think it will be an exercise in futility. We've a long track record of integrity with the magazine and with Sea of Cortez Race Week; we're confident it can withstand a two or three person hatchet job.

There were organizational screw-ups — including the one that created this whole mess — and as the founder of Race Week we're dearly sorry for that. We're confident the problems will not be repeated next year.

We will recommend a number of other changes in the racing, too. There should be no protests, the races should start and finish (unless shortened) in Caleta Partida, the heavy cruising boats should sail shorter courses, and perhaps most important, the rum bottle trophies should be awarded on the beach after each race instead of at the end of the week. This way winner's can crack the bottle so everyone can enjoy a taste of victory — as had been the aim of Race Week since it was dreamed up.

Baja-Ha to one and all, and we'll look forward to seeing everyone next year!

□ THE NAVY STRIKES AGAIN

Opening Day on San Francisco Bay turned out not to be a blessing.

As we, *Wolfpack*, a Hatteras 53, passed the Navy Ship, *Hoel*, for the blessing, we were bombarded with large plastic bags filled with ice and water. The bags were hurled at us from 15 feet in the air by Navy personnel. The force smashed our windshield and severely damaged our brand new Rattheon 2500 radar. One of the bombs narrowly missed the head of one of our guests, a doctor's wife.

We have collected four of the plastic bags used as bombs. They measure about 2.5 feet square, estimated to weigh 30 lbs. each. If one would have hit the doctor's wife, she could have been critically injured.

We have come to expect similar obnoxious behavior from fellow boaters, but we are totally appalled at this behavior coming from the United States Navy. Our concern, in addition to the repair on our boat, estimated to cost over \$3,000, is one for the future safety of Opening Day. It seems that peace and blessing has changed to open war.

Leland A. Wolf
Hillsborough

□ WAS IT OUR DINGHY?

Your recent article in April's issue titled *Shipwrecked*, prompted certain curiosities regarding the abandoned dinghy located at the Caroline Island.

The final leg of our 17,000-mile, two-year cruise was Palmyra Island to Hawaii and then home to Newport Beach. In late June of

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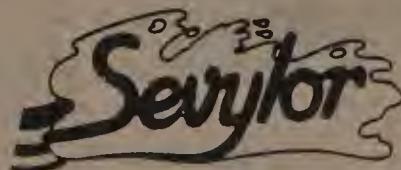
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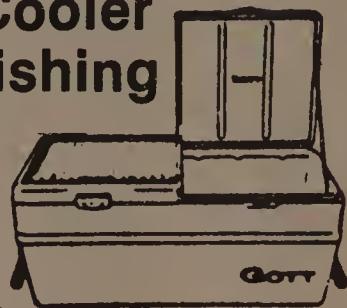


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LETTERS

1981 we — a family of five plus two nephews and one friend — anchored for five days at Palmyra for a little R&R prior to our sail to Hawaii.

Our three children together with their cousins and friend took our dinghy to one of the outlying reefs for some spear fishing. While they were diving, the dinghy broke loose from its anchor and drifted out to sea. Upon surfacing they discovered their dilemma. With their blood-spouting catch in tow, they swam two miles in a circular formation through shark infested waters to one of motus abutting Palmyra. As darkness approached, my wife and I became quite concerned for their safety, so we enlisted Ray and Pats (island caretakers) assistance. Not until high tide were we able to float their large wooden dinghy off the beach and go searching for the children. At about midnight we rescued them from the small motu and returned to our vessel, the *Willy Bolton*.

The last dinghy was an Avon six passenger with a 15 hp Johnson motor, with black markings identifying it as *Willy Bolton*.

We have often wondered about the fate of that dinghy. Could the dinghy that Gary Mundell discovered on Caroline Island be from the *Willy Bolton*?

William J. Burke
San Juan Capistrano

William — We contacted Gary and he reports that the dinghy was an Achilles and apparently from the vessel, *Howqua*. He suspects that it must have come untied somewhere in the Marquesas and made a fast passage over to Caroline Island, because there was no growth on the bottom.

THE OLD EIDERMAN!

I'm pleased to say that I can explain what is happening in the seemingly incredible series of photographs on page 173 of the May issue. What we are viewing, I am certain, is the execution of a number of "Eidermanns", a deceptive maneuver devised by the legendary competitive sailor Klaus Eidermann back in the 1950's.

While almost any reasonably high-performance keelboat can pull off an Eidermann, there are two requirements which must be met: light air and a massive, yet fleet-footed crew. As I said, the Eidermann is a deception, a trick intended to fool other nearby skippers into believing that a wind shift has occurred. Here is how it works:

While travelling downwind with the chute up, the skipper (in low tones) tells the well-practiced crew to prepare for an Eidermann, and then waits until the intended victim is momentarily distracted. On the command "Eidermann-Ho!" half the crew runs from its normal aft position to as far forward as possible. At the same time, the helmsman crams the wheel all the way to one side or the other, rapidly spinning the boat on its keel. The mass of the crew in the ends of the boat helps to keep the boat spinning. Once the boat has turned 180 degrees, the crew in the bow runs back to join the crew in the stern, and the helm is centered. The boat's momentum keeps it on its original course while facing the opposite direction, and that is why you indeed see what appears to be a "bow wave" under the stern.

As you can see from the photo, the spinnaker stays full while travelling backwards, adding to the overall effect; but of course the boat can't be sailed this way for long. Whether anyone was fooled or not, the process must be quickly repeated, putting the boat back on its original course and heading.

Incidentally, you might guess that all the sudden shifting of crew weight is an infraction of rule 60, which says that yachts must "be propelled only by the natural action of the wind on the sails and spars, and the water on the hull and underwater surfaces," but since the Eidermann is not only not a means of propulsion but, in fact,

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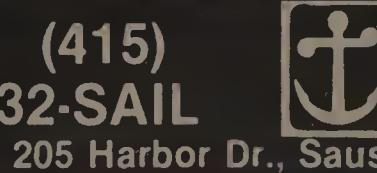
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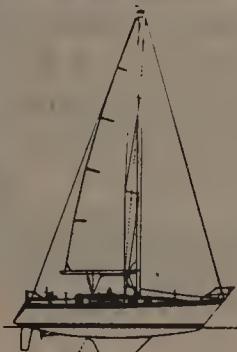
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HUNTER



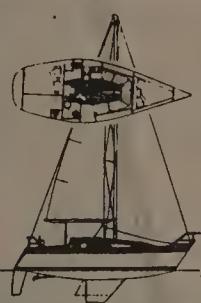

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Draft . . . deep 5'6"
Ballast . . . deep 5,000 lbs
Beam . . . 11'7"
Sail Area . . . 557 sq ft



HUNTER 28.5

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LETTERS

tends to slow the yacht down, it is permissible.

Tim Bengtson
San Jose

Tim — That's too good an explanation not to be true.

□ OR WOULD YOU BELIEVE THIS?

The 'mystery' photo sequence in the May issue is that of a little known and rarely photographed phenomena which occurs off the Berkeley Circle about as often as the "green flash". It's known as the "I-80" or "freeway windshift" and requires a peculiar set of circumstances:

When the winds are light the eastshore freeway traffic pattern creates certain disturbance in the air, which are reflected as 'lanes' on the Bay, capable of abrupt 180 degree windshifts. Thus you're quite likely to see two boats passing close by each other, each going downwind in the opposite direction of the other.

Some also refer to this condition as 'gentleman's wind' from the old saw that "gentlemen never sail to weather".

The "I-80" only occurs near Golden Gate Fields, and has always been accompanied by a pre-race postponement and high spirits. Some say it's also accompanied by a faint odor of diesel exhaust and echo's from engines on the freeway.

Judy Schilling
Point Richmond

Judy — Your explanation sounds just as good as the previous one. Since there's no point in being normal, we'll accept both of them as being 100 percent accurate.

□ LIVING IN THE WRONG PLACE

I spend my life sailing in various parts of the world.

I heard about your magazine recently while I was sailing in Turkey. I would be grateful if you could send me a sample copy and let me know how much money I should send you.

L. Hindmarch
Devon, England

Readers — From time to time we get letters like this from foreign countries. We're sorry to say that we cannot offer foreign subscriptions. So if you're a foreigner and you want to subscribe to Latitude 38, you'll just have to immigrate.

□ IT IS BETTER TO BE WELL-RECEIVED THAN WELL TAKEN

Your coverage of *Mischief* in the Doublehanded Farallones Race, May issue, was well received. Thanks!

Ed Towle
Redwood City

□ WE'LL BE A BLUE-NOSED GOPHER

I wrote you a letter last month regarding an error in your March issue which said that *Bluenose* was a Gloucester fishing schooner replica.

Not only did you repeat the error in the May issue, but you compounded your mistake by adding "of the 1800's".

Here are some of the facts on *Bluenose*: She was 143-ft long, she was built in 1921, worked there until 1938, worked in the Caribbean until 1946, and died in Haiti in January of 1946.

She was Canadian and could be said to have been a Grand Banks schooner — not a Gloucester schooner.

I should refer you to a wonderful little book about both vessels



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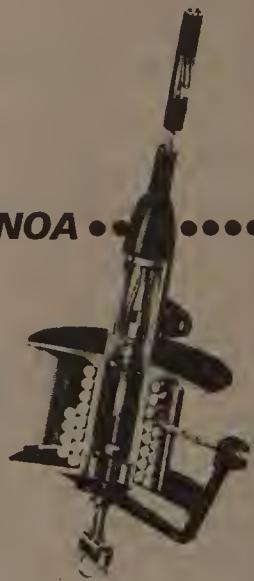
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LETTERS

called, *Bluenose* and *Bluenose II*. It's by R. Keith McLaren and was printed by Canada's Hounslow Press. It's available through International Marine Books, 21 Elm Street, Camden, Maine 04843.

I possess a five foot long model of *Bluenose* that was built in 1933



'Bluenose Junior' goes for a 50th sail.

and restored to sail on her 50th birthday in 1983.

It was with great sadness that I had to miss *Bluenose II*'s arrival in the Bay earlier this year, but I was delivering West Marine Product's Promotion back to San Diego from Manzanillo. It would have been a religious experience to have sailed on the new 'nose here on the Bay. I may have to try and catch Expo 86 to see her.

Rick Johnson
Santa Cruz

□ NOT QUITE AUTHENTIC

I'd like to point out a minor inaccuracy in an otherwise well-written piece on the tallships in May's *Sightings*.

The original *Bluenose* was not "of the 1800s", but was designed in 1920 by a young Halifax naval architect, William J. Roue. She was built at the Smith and Rhuland yard, Lunenburg, Nova Scotia, and launched March 26, 1921. She had a very successful racing career under Captain Angus Walters, consistently defeating American challengers for the Halifax Herald North Atlantic Fishermen's International Trophy in annual contests known as the Fisherman's Race. She was lost after striking a reef off Ile a Vache, Haiti, in January 1946!

Bluenose II, the beautiful replica which visited San Francisco last month, was launched on July 24, 1963, at the Smith and Rhuland yard. Although similar to her namesake, she is not an "authentic recreation" of *Bluenose*. The most notable design change between the two is the much larger trunk cabin and after accommodation of *Bluenose II*. This area was a large fish hold in the original.

Latitude 38 is the greatest!

P.S. Thank you for your thoughtful response to Richard Nowell's letter..

Stan Cooper
San Francisco

We assume all letters received are for publication unless otherwise specified. All letters are subject to editing.



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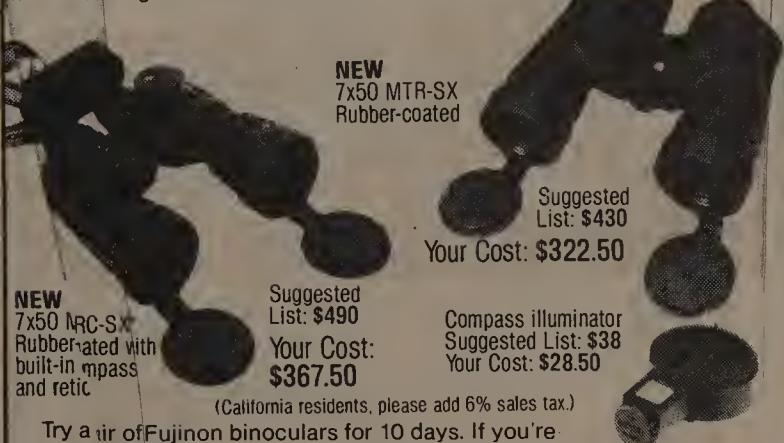
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LOOSE LIPS



LISA SMITH

Van Collie, left, is greeted on the beach by Rich Petrick, The Farallon Challenge promoter.

He did it!

Shimon Van Collie, the boardsailor who organized The Farallon Challenge, successfully completed the 40-mile sail around the rocks and back on May 24. Plagued by light winds and fog, the Challenge took longer than planned — about 10 hours — and around sunset, everyone on Stinson Beach was getting pretty concerned. The chase boat, Tom Martin's 20-ft Avon, was originally scheduled to check in with Challenge headquarters every hour, but their radio couldn't reach far enough, so no one heard hide nor hair from Shimon or the support boat all day long. A flyover of the route by both private aircraft and the Coast Guard turned up nothing because of the fog, and by about 7:30, the Coasties were readying a cutter to go out. A short while later, that call was cancelled. Just hours before this issue went to press, we received the following call from Shimon's elated fiance, Eleanor: "We see him! He's still pretty far out, but we see him and he's okay. And he's still sailing. He made it. He's going to do it!"

We hope to have a complete report on The Farallon Challenge in our next issue.

Seven Seas Cruising Association.

The SSCA is a worldwide family of cruising folk who share their experiences through a monthly bulletin. Formed in 1952, SSCA is open to anyone either actively or passively pursuing the dream of sailing off into the sunset. On June 14, SSCA Northwest is having a party at the Kiana Lodge in Poulsbo, Washington. \$15 (\$7.50 for kids) will get anyone interested through the door and fed. If you're not in the neighborhood and want to know more, call Jerry or Marty Sixt at (206) 842-8577, or write to them at P.O. Box 10755, Bainbridge Island, WA 98110.

We spotted the following item in the newsletter of the Barbary Coast Boating Club:

"This summer, while on a delightful, wistful, little safari into the back waters of the Delta, I had a mean-looking man with a wife and two small kids in tow ask, "Say, that's a rite purdy little flag you got stuck out there. What's it fer?"

"Oh, you mean my burgee . . . it's for the Bee See Bee See," was my surprised response, hoping to end the matter.

"You part of them governint S.O.B.'s trying to take us off the water?" came the threatening growl.

CRUZ ON DOWN

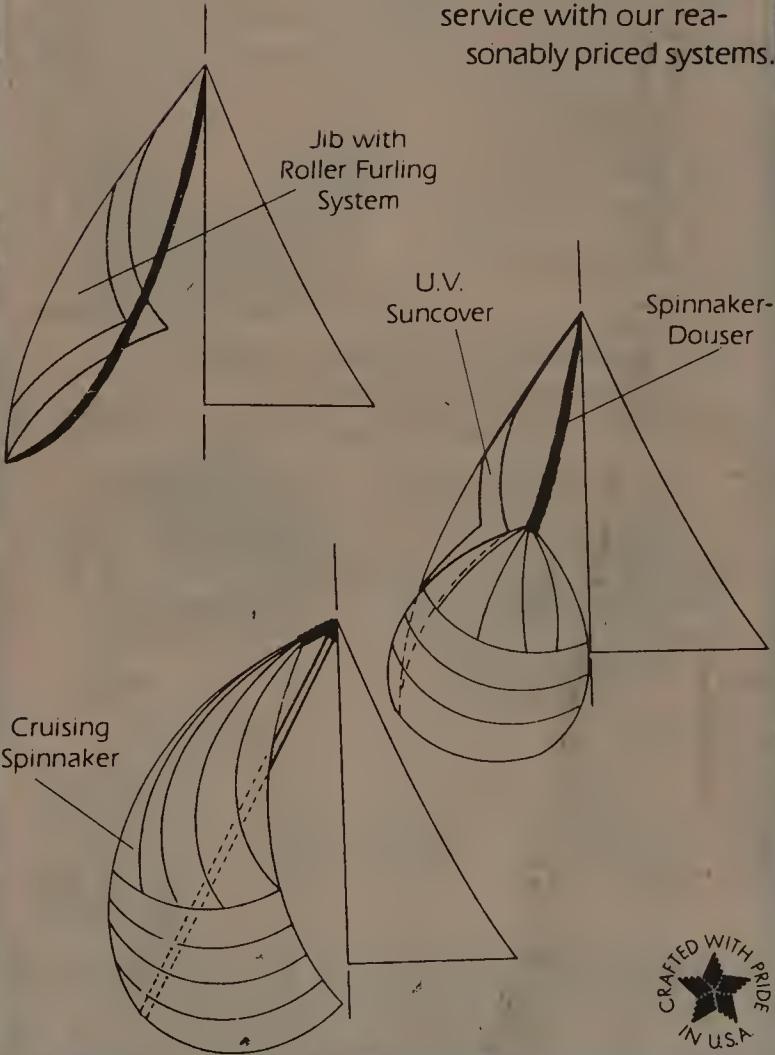
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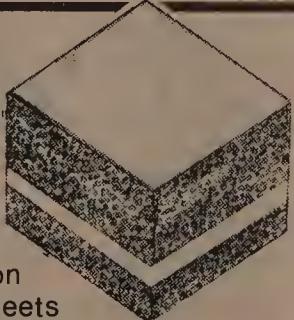
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LOOSE LIPS

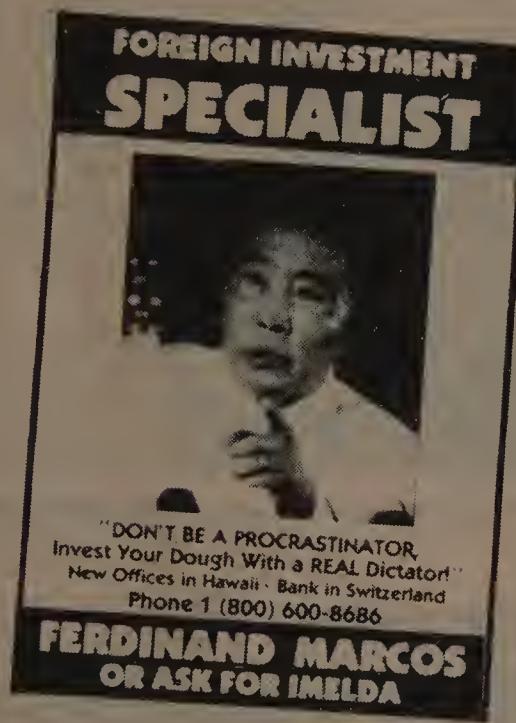
I was quick to stammer, "No, not at all, you see BCBC means Barbary Coast Boating Club . . . just a fun-loving bunch."

A snarling, "Ain't never heard of that," and a suspicious glance was my reward.

I thought to myself, "Thank god for that," as the somewhat grimy foursome moved on.

For those of you who didn't read our article a year or so ago, the BCBC is Northern California's gay sailing club. The BCDC is the bad guys, the Bay Conservation and Development Commission.

The BCBC welcomes both male and female members. You can contact them at C-167, 511 Sir Francis Drake Blvd, Suite C, Greenbrae, CA 94904.



The above ad appeared in the May, 1986 issue of Wingdammer, the monthly publication of the Sacramento YC. Considering their close proximity to the State Capitol, it's not surprising Sacramentans have a well-developed — and somewhat bizarre — sense of humor.

Speaking of "Investment Specialists" . . .

Since we ran the interview with drug smuggler Bruce Perlwin a few issues back, we've turned into something of a confessor for other imprisoned smugglers. "We'd never do it again," they write. "Tell the world that crime really doesn't pay." We do, but people aren't listening. The latest to fall is Ivan Cady, the 52-year-old truck driver featured in an article entitled "Boat Haulers" in our March issue. Federal agents followed a truck, which loaded 13,000 pounds of high-grade Thai from a ship at Pier 3, to Cady's trucking yard in San Jose. There they busted Cady, an independent trucker named Michael Thompson and 14 others. Three of those have since been released and the other 11, illegal Mexicans who helped load the truck, have been turned over to immigration authorities. Bail for Cady and Thompson has been set at \$50,000. We expect letters from them any day now.

Are they the same guys?

In this issue you'll notice an advertisement for Latitude brand weather chart recorders. Just to clear up any misunderstanding, they're no relation to this mangazine.

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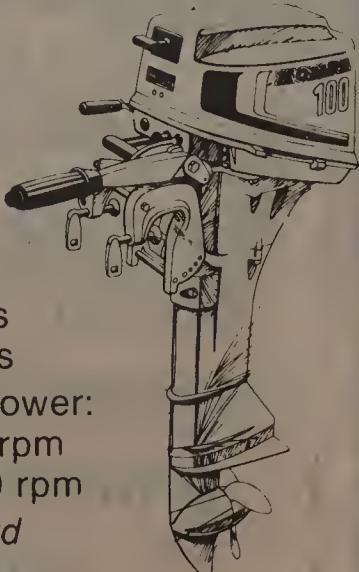
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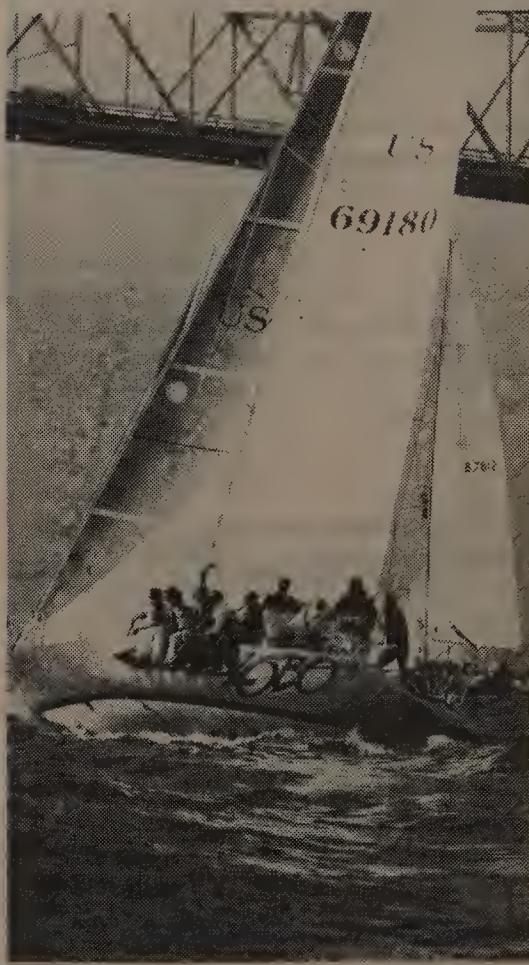
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LOOSE LIPS

It feels heavier . . .

One of the strange false assumptions readers operate under is that this magazine keeps getting bigger and bigger. That's not been the case, if for no other reason than our printer's equipment can't handle any more pages.

Perhaps we should say couldn't. He says he's invested a small fortune into equipment that will allow this 224-page issue to be bound and trimmed just fine. He'd better be right. In any case, you'll finally be right if you again say, "Hey, each issue seems to be getting bigger and bigger."

Found.

Last month we had a call for the whereabouts of Norton Smith. A reader tells us the noted singlehanded sailor and member of the Richmond YC is living in Jacksonville, Oregon and "is starting to play with 505's".

Now somebody wants to know if anyone knows where Uncle Bernie is. Uncle Bernie is well-known to many of the people who have cruised to Mexico in the last 25 years.

Oops!

In last month's issue we incorrectly identified the photographer responsible for the 'aerial' shot of the Sea of Cortez Race Week fleet. It was taken by Mike Brady of Berkeley, who made the arduous climb all the way up the hill to get the terrific perspective. This was Mike's second Race Week; both times camping on the beach.

Bumper sticker of the month:

Caution, I usually steer with a tiller.

Stranger in the night.

Lauren Carlisle, secretary of the San Francisco Folkboat Association, got an unusual call this past summer. It was from Svend Alfredsen in L.A. Young Svend explained in broken English that he was traveling around the world. He had promised his grandfather that when he was in California he would see if he could find out what happened to the Folkboat the old man had built in his backyard in Stege, Denmark in 1951. Lauren did some checking and found the boat was not only around, it was still sailing out of Berkeley Marina. Svend flew up to take pictures and got a ride on another Folkboat. (The present owner of Lars' boat was out of the state at the time.) Before he took off on the next leg of his travels, says Lauren, Svend called his grandfather and told him about the whole experience.

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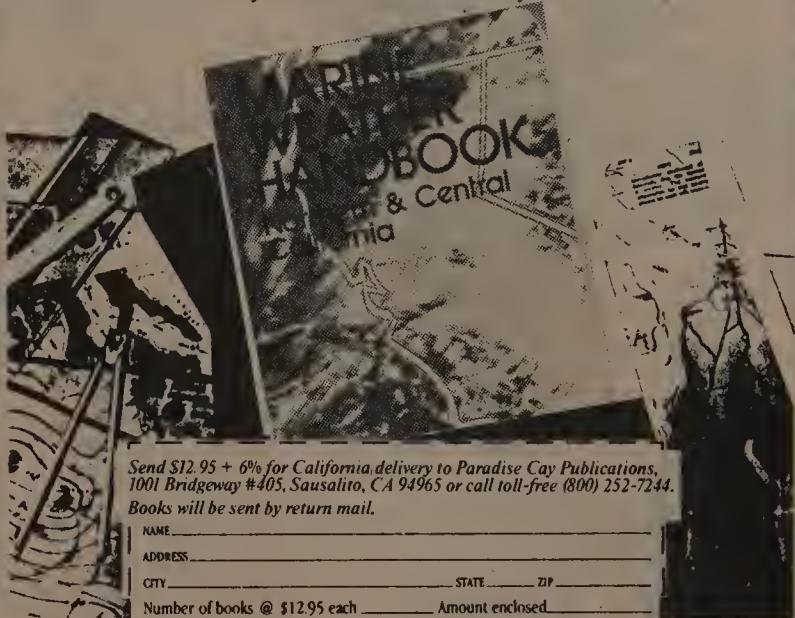
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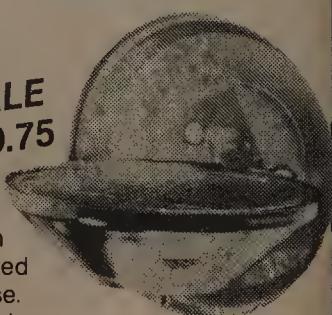


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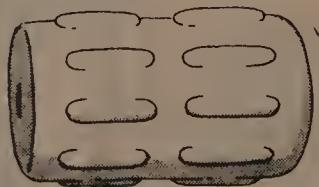
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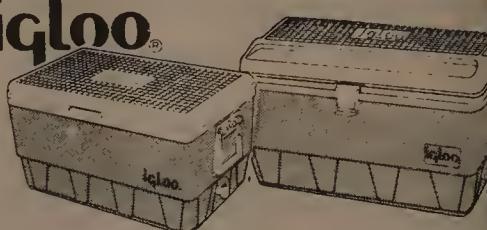


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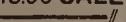
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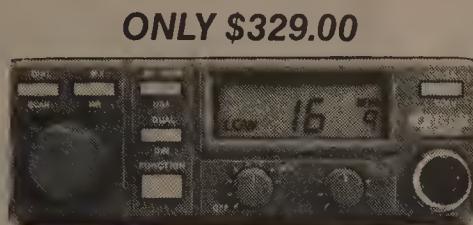


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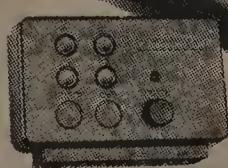
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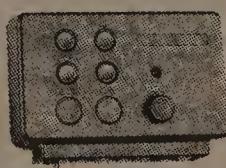
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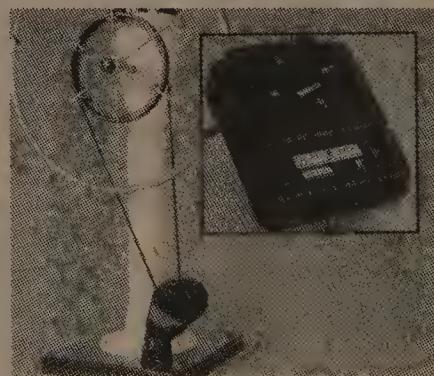
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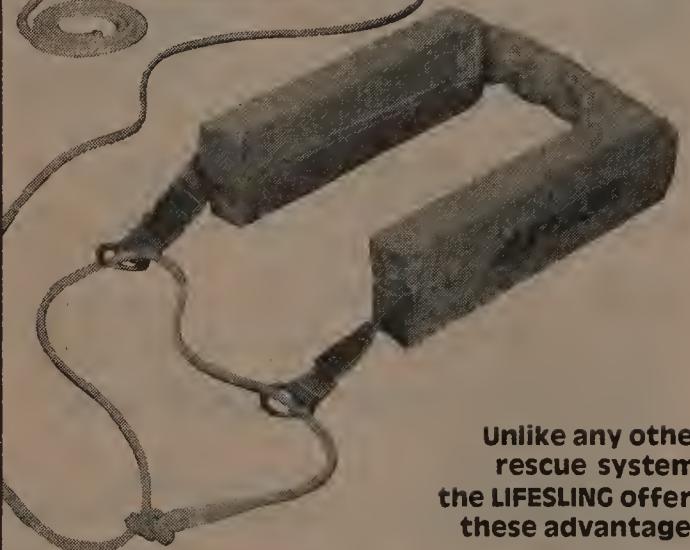
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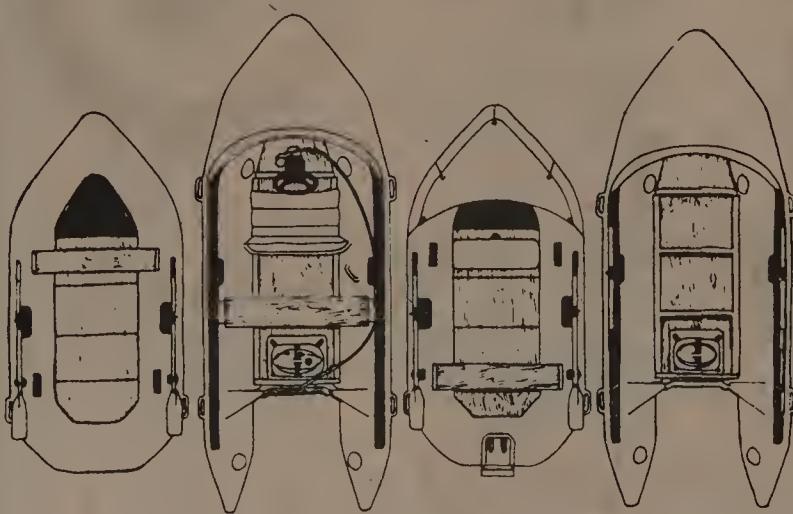
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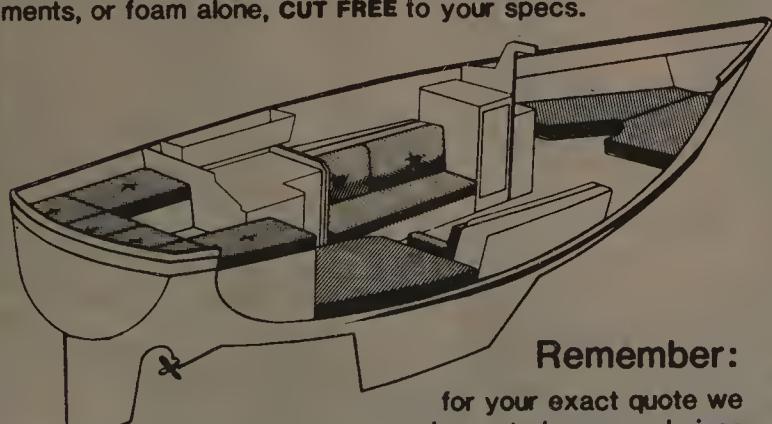
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SIGHTINGS



loss of the pride

The sailing world was shocked in mid-May to learn that the *Pride of Baltimore* had sunk, and that four of her 12-man crew were missing and presumed drowned.

The incident occurred on May 15, about 240 miles north of San Juan, Puerto Rico. The ship was enroute to Chesapeake Bay from St. John in the Virgin Islands when, according to first mate John "Sugar" Flanagan, "we were hit by a wall of water and wind."

Although the ship was running under shortened canvas, "In what appeared to be slow motion, the boat started laying over to port. In less than 60 seconds, the boat was on its side," said Flanagan in a *Washington Post* article. "I don't think any of the boats I've sailed on could have handled a gust like that." Winds in the so-called "white squall" were estimated at 60-80 miles per hour.

The 136-ft *Pride* went down quickly, leaving the crew only a few moments to take to the boats, which included two wooden dinghies, one inflatable and two canister liferafts. Apparently, everything happened so quickly that the liferafts were the only thing they could get to, and Flanagan and the 42-year-old Captain, Armin E. Elsaesser, had to dive on the sinking hull to release those. Once inflated, the wind picked up one of them and blew it into the tangle of rigging, popping it. The other inflated, then "blew a valve" and started to deflate. Several crewmen climbed in and began repairs and reinflation, which would take some six hours. The last anyone saw of Elsaesser, he was once again swimming toward the sinking ship, apparently trying to free another of the boats. Some time afterward, the eight people in the six-man raft spotted two other crew, Jeanette "Nina" Schack and Barry Duckworth, floating face-down.

The eight survivors drifted for four days, their only supplies one emergency food pack, a first aid kit and seven cans of water. They lived on the water and two tiny biscuits a day in conditions so cramped that for one to straighten a leg, everybody else had to move. They used up their three flares and a lot of energy shouting and waving their foul weather gear at one plane and five ships. But it wasn't until 2 a.m. on May 19 that a flashlight finally attracted the attention of the Norwegian tanker *Toro*. It was only after their rescue that officials, families and the rest of the world learned about the sinking — and that a search for the other four crewmen was launched. At this writing, in late May, that search continued but officials held little hope of finding any more survivors.

The eight rescued were Flanagan, 27, of Connecticut; second mate Joe McGready, 26, of Maryland; the cook, James Chesney of New Hampshire; boatswain Dan Krachuk, 26, of Pennsylvania; deckhand Leslie McNish, 30, of (Southern) California; deckhand Susie Huesman, 24, of Maryland; deckhand Robert Foster, 25, of Virginia; and deckhand Scott Jeffrey of Maryland. Missing are Captain Elsaesser, who was from Massachusetts; Schack, 23, a deckhand; Duckworth, the carpenter (age and hometown not known); and Vinnie Lazzaro, 27, the engineer, of Connecticut.

Speculation as to why she went so fast was hot and heavy in the days following the news. "Experts questioned whether the copy of the 19th century schooner recreated the risks of an age gone by, as well as its splendors," said one newspaper article. As the Baltimore Clippers (predecessors to the "true" clippers) were used for everything from privateering to blockade running to the slave trade, they were built for speed, not safety. True to her lineage, *Pride* had no watertight bulkheads and, to the modern eye, an alarming lack of freeboard.

She also did not have fixed ballast. In the old days, the cargo formed most of the ballast. When there were no cargos to be had, ships loaded stones for ballast. When they were laid on their beam ends — not a particularly rare occurrence, apparently, particularly off the horn — the cargos would shift. "There are stories of grain ships over on their sides for days while the crew was down below, shoveling and shoring grain back up to the high side," says local historian/boatbuilder Stephen Osborn. Of course, that assumed that

cont'd on next sightings page

SIGHTINGS

pride - cont'd

the cargo hatches were battened to maintain the hull's watertight integrity. *Pride* carried no cargo (someone told us they thought she was ballasted with railroad rails), and some reports say her cargo hatches were covered only by canvas covers. At first glance, one could easily point to these as the factors that doomed her, just as they doomed so many of the ships of old. But we may never know for sure.

Northern California sailors will probably best remember the *Pride* for her goodwill visit here in 1983 (see following article). She made several stops around the Bay on her way north that year, and even got in a race or two against Sausalito's own tallship, *Wanderbird*. All those who saw her sailing or just at the dock agreed that she was aptly named. She was a beautiful ship, one that reportedly provided part of the inspiration for the building of our own state tallship, the *Californian*.

The loss of the *Pride* has been particularly heartfelt within the ranks of the maritime history and wooden boat communities here on the Bay. If you were out on the Bay to watch the Master Mariner's Regatta and you noticed a lot of people wearing black armbands, it was in remembrance of the passing of a grand ship and those who perished with her — the *Pride of Baltimore*.

in memoriam

Pride of Baltimore is gone. From what's been written so far, she went the way of many of those high flying Baltimore Clipper Schooners — knocked down by a line squall, filled and sank within a minute. All the information I have is what was in the papers. Captain Elsaesser called all hands on deck to shorten sail, but before they could even cast off sheets and halyards, a 60-knot gust layed her on her beam ends.

The great maritime historian, Captain Alan Villiers, pointed out what is perhaps the one failing of training ships. The old ships had very small deck openings. When underway, their cargo hatches were battened down, caulked and sealed. The only access below was through small scuttles. If they got knocked down, most of the time they remained floating until the crew had a chance to cut away rigging or masts, or get below and re-stow her ballast or cargo to put her back on her feet. When converted to a training ship, cruise ship, or goodwill ambassador like the *Pride*, the hatches are frequently converted to skylights, to allow plenty of light and air below. In extreme conditions, it also allows a flood of water below — quickly.

When *Pride of Baltimore* made her West Coast cruise, she put into San Francisco Bay. Sausalito's Maritime Days celebration was coming up and she was invited to attend as our honored guest. She put in at Jack London Square as her first stop. A deputation went to welcome her on behalf of Sausalito. They had a change of command ceremony, as she changed crews there. Captain Elsaesser was the outgoing Captain, if my memory is correct.

At any rate, we presented the ship with a needle-hitched rum bottle and invited her to participate in our celebration. A great time was had by all, and in due time she came to Sausalito. A gentlemen's race was sailed that day, between our own *Wanderbird* and the *Pride*. I had the honor to be the only "native" on board the *Pride* that day, acting as her local pilot. I still treasure the memory.

With her square topsail and tremendous amount of top hamper, I thought that *Pride* would run away from *Wanderbird* off the wind, but that *Wanderbird* would outfoot her to windward. The opposite turned out to be the case, for we weathered her on both windward legs and she ran over us downwind. It was a lot of fun for everyone.

They were nice folks, that *Pride* crew, but we had a hard time penetrating that East Coast reserve. They finally cut loose a little bit at the dance that closed out Maritime Days, but it took a lot of rum and loud music to do it.

She went on up the coast, ending up at Seattle, where the traditional boaters up there also tried to loosen them up, to no avail. She stopped in here again on her way back to the East Coast and she and "The Bird" had at

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barbary coast

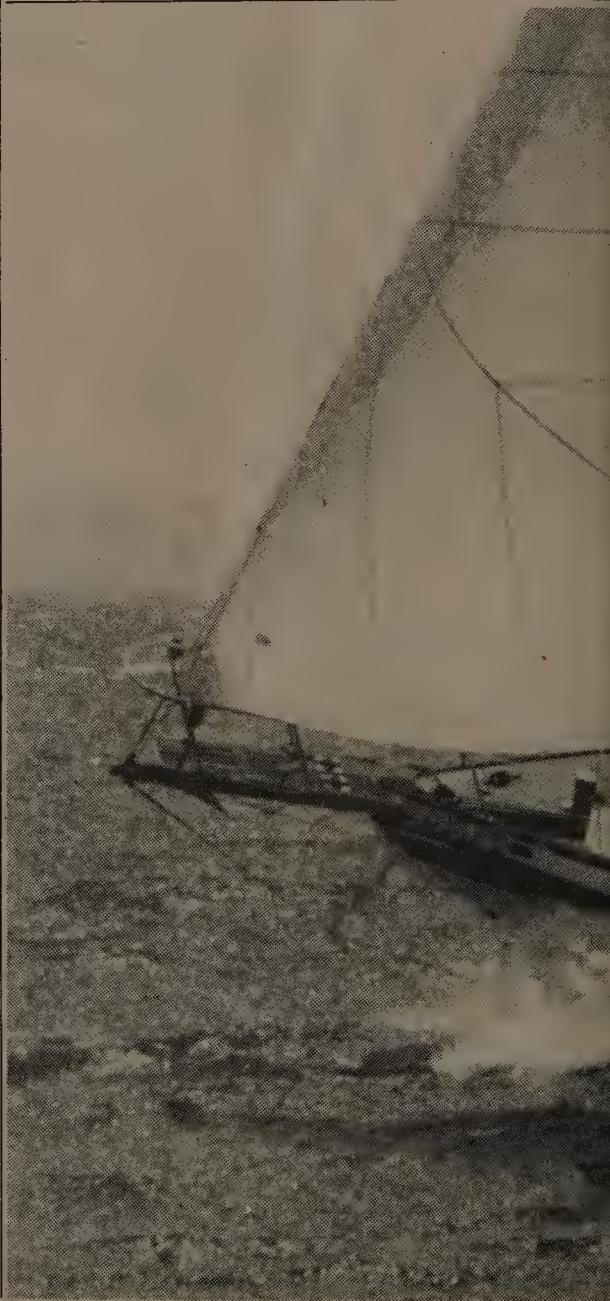
One of the most active yachting organizations in the Bay Area is the Barbary Coast Boat Club, a gay oriented boating club with over 160 male and female members in Northern California.

The more than 80 boat fleet is evenly divided between sail and power boats, with the variety ranging from a 58-foot trimaran to a 16-foot speedboat.

The numerous club sponsored activities include a week long progressive cruise in the Delta the week preceding Independence Day. The week concludes with the annual "mega-raftup" on the Fourth. Last year's Fourth of July raftup at the Meadows included close to 40 boats — possibly one of the biggest raftups of the year.

Two blue water cruises, one in September to Princeton-by-the-Sea and one in October

just a boat having



boat club

to Bodega Bay, are scheduled for the fall. Weekend activities for this summer include a cruise to Petaluma in June, to Benicia Harbor in July, and to Richmond in August.

A Bay and Delta cruise with the Olympic YC, a gay boat club from Seattle, is planned for Labor Day weekend. After the summer fun, there's an Oktoberfest in October, a Thanksgiving Cruise at Ayala Cove in November, a holiday dinner cruise in December, the annual anniversary dinner and show in January.

For the rest of the schedule or membership inquiries, call Dan Hering or Joel Leenaars of Membership Committee at (415) 237-1213 or Kim Nelson of Social/Cruise Committee at (415) 431-9770.

fun on the bay

memoriam — cont'd

it again, with the same result. I had hoped to be aboard again, but was in hospital and missed the whole thing.

She was a beautiful vessel, and definitely an "armstrong" boat, requiring all hands to shift her mainstay when coming about, but all who sailed in her loved her and all who saw her grieve with me at her loss.

In memoriam, I would like to quote John Masefield:

Prayer

When the last sea is sailed, when the last shallow's charted,

When the last field is reaped, and the last harvest stored,
When the last fire is out and the last guest departed,

Grant the last prayer that I shall pray, be good to me, O Lord.

And let me pass in night at sea, a night of storm and thunder,

In the loud crying of the wind through sail and rope and spar,
Send me a ninth great peaceful wave to drown and roll me under
To the cold tunnyish's home where the drowned galleons are.

And in the dim greenquiet place far out of sight and hearing,

Grant I may hear awhile the wash and thresh of the sea-foam
About the fine keen bows of the stately clippers steering
Towards the lone northern star and the fair ports of home.

— stephen m. osborn



LATITUDE 38/RICHARD

SIGHTINGS

keeping up with the 12s

"Is that the new Golden Gate Challenge 12 Meter that rolled into Sausalito?" the tall blonde asked excitedly one afternoon last month.

"No, it's the new Canadian 12 Meter from the old Tre North syndicate," her tall, dark and brawny companion answered.

"Well, then where's the new 12 that's being built at Derecktor's yard in Mamaroneck, New York?" she asked coyly, testing him.

"Which new 12 from Derecktor? Dennis Conner's new 12 or the Golden Gate Challenge's new 12?" he questioned authoritatively.

"Holy cow! How many new 12's are there?!" she asked.

With things changing so quickly in the many different America's Cup campaigns, it's hard to stay well-informed and up-to-date. And then there's the matter of rumors, which are as plentiful as "dramatic breakthroughs" in keel and rudder design.

Having heard relentless unconfirmed tales of the Golden Gate Challenge's E-1 boat (the 'evolutionary' USA) being modified, and about their R-1 (the revolutionary unnamed boat still to be delivered) having to be cut in half to add six inches, we decided to call Rumor Control Central, where we spoke to the outspoken Ken Keefe, Boat Project Manager for the Golden Gate

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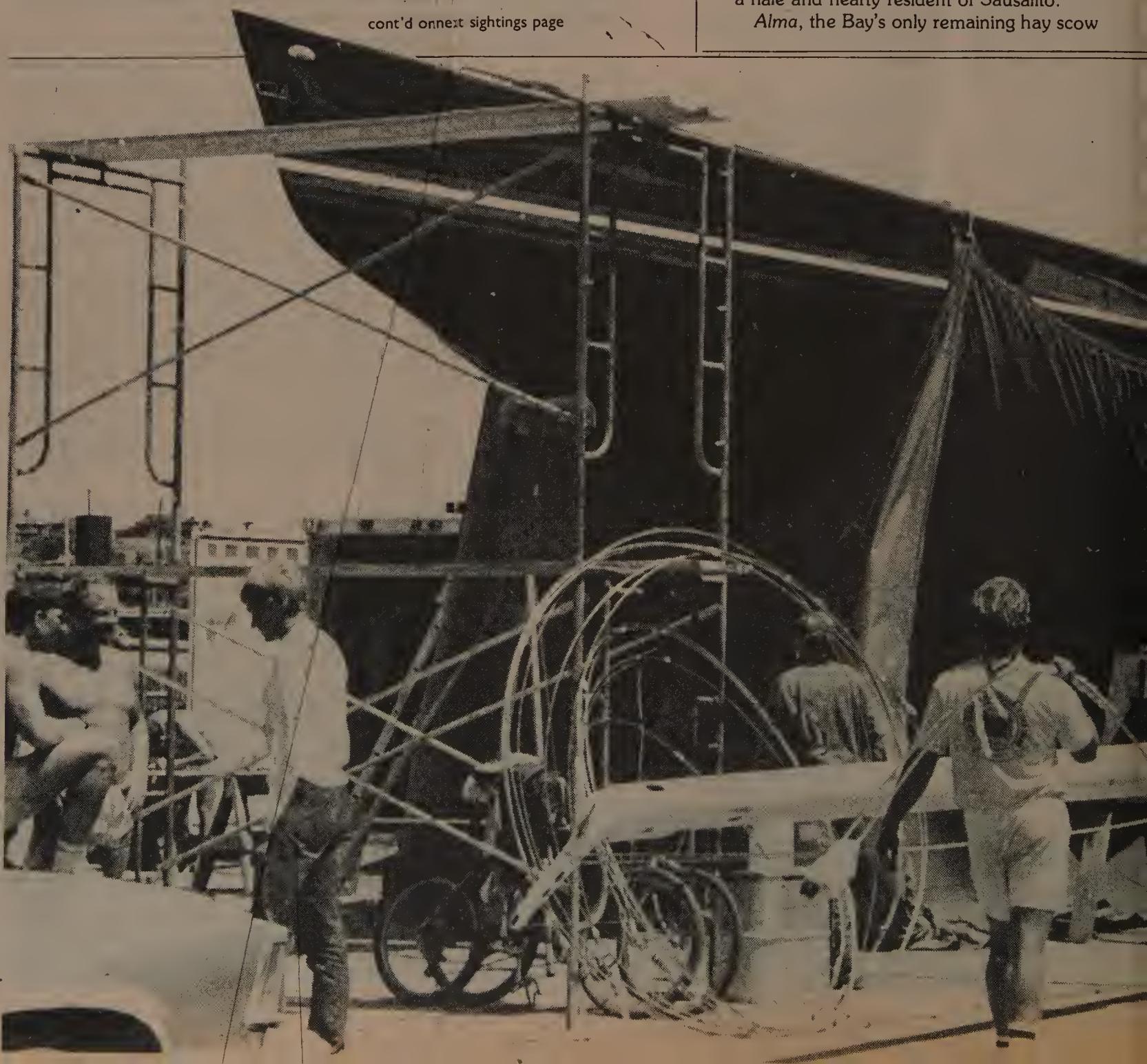
classic keels

If you picked this issue up early in the month, you've still an opportunity to catch the Fourth Annual Collector's Car and Boat Show at the San Francisco YC on Saturday, June 7 between the hours of 10 a.m. to 5 p.m.

The 30 vessels on display will represent a cross section of some of the finest names in yacht building and design, including Stephens Bros., Lake Union, Nunes Bros., Herreshoff and Sparkman & Stephens. Some date back more than a century to 1885.

Two turn-of-the-century yachts include *Polaris*, a 1906 'pumpkinseed' design that was once popular on the Bay; and, *Flirt*, a knockabout built in Vallejo way back in 1914 by Ralph Flowers. Ralph, incidentally, is still a hale and hearty resident of Sausalito.

Alma, the Bay's only remaining hay scow



and wheels

schooner will also be on display. The 58-footer, restored in 1984 by the National Park Service, was built in 1891 to haul hay from the Delta and butter and eggs from Petaluma.

There's some great stories that go along with some of these fine boats. *Marcy*, for example, a 40-ft raised deck cruiser that was built at the Nunes Yard in Sausalito at the same time as the famed 118-ft *Zaca* for banker Templeton Crocker. The luxurious *Zaca* was turned out with teak decks fore and aft, but pine decks amidships. Rumor has it that the pine was used on *Zaca* because the teak was snatched to be lavished on *Marcy*. Whatever the source, *Marcy*'s teak cabin and interior paneling gleam today as they did in 1930.

Then there's the 26-ft *Cherokee*, which

cont'd center of next sightings page



LATITUDE 38/SARAH

keeping up — cont'd

Challenge.

"We're constantly modifying," said Keefe, "there's an ongoing master list. Twelve Meters are very finicky boats, they require a lot of modifications and changes in the smallest details to make them go at top speed."

Keefe explains that back in 1983, when he worked with the *Defender* syndicate, the emphasis was on the crew, constantly demanding more from them to get the most out of the boat. But now there's a least as much emphasis on pushing the boats to their full potential, and that requires endless tuning and tweaking.

The changes and adjustments to *USA* includes a new larger rudder, some hull modifications, a different keel, deck and rigging changes, and a modification in the amount of ballast.

Are they kidding? When do they have time to sail?

"In the beginning the crew was frustrated," Keefe admits, "they just wanted to get in the boat and sail. But it's not that simple."

After every sail, the crew gets together to discuss problems and make suggestions for improvements. Then the boat gets hauled out and the necessary changes are made. It's something that constantly has to be done, but certainly not to the exclusion of on the water work.

"We're sailing almost everyday now," Scott Inveen, one of two young bowmen, reported in mid-May.

"We're testing the boat by sailing in the roughest conditions and waters in the area — the Potato Patch," Keefe confirms. "We're over-training. We have two goals right now. Number one, we're testing to break the boat, and number two, we're developing the crew."

The Golden Gate Challenge plan is to race with the Canadians as much as possible off Santa Cruz very early in June before R-1 arrives from the east coast and is ready to sail. "When the new boat arrives in early June, we'll be busting our asses to get it ready to test with E-1," says Keefe. "We're gonna bolt that thing together and get it sailing!"

We asked some of the crewmen what they could tell us about the ultra-secret R-1 boat, hoping to get a juicy leak.

"The keel is secret but above the waterline it's the same as the E-1," was all that we could get, that from Marc Cosby, tendermate. Wanting more, we tracked down Lee Helm, Max Ebb's naval architect pal. Here's what she had to say:

"I had a dream about E-1 the other night, and like the vision I got was of a 12 with two keels and two rudders in a box-kite canard configuration. You know, the keels and rudders side by side, connected by a foil, with the rudders ahead of the keels."

Frankly, we didn't know, and told Lee we'd always thought a canard was an unfounded story. Lee laughed, but said she'd try and explain it to Max Ebb so he could explain it to us in an article next month. Sounds interesting. If you see Gary Mull, say "box-kite canard" and let us know what kind of reaction you get.

While the Golden Gate Challenge crew is busting their buns to get prepared, it's the same all over. In Hawaii, Conner's men are up at the crack of dawn. They spend a few hours in the gym and then sail until dark. Every day.

"You say Dennis has another boat coming from Derektor's, too," the blonde asks sweetly.

"Yeah, that's right," replies the authoritative tall, dark guy. "Dennis's 12 Meter-of-the month, his fifth, is being built in a separate building at Derektor's."

"What on earth," asks the blonde, "are they going to do with all their 12's when the America's Cup is over?"

"According to a guy dressed like a janitor at the San Diego YC," the man said, "they're going to be the club's new one-design class."

And so it goes, enough bad information, unfounded rumor, confusion and misunderstanding for a . . . well, for an America's Cup campaign.

SIGHTINGS

submariner speaks

As an avid sailor and a crewmember of the nuclear powered submarine USS Parche (SSN 683), I get to see both sides of the big ship vs. the little boat battle. I personally follow the rule of gross tonnage and have yet to have had



"Don't nuke, we'll stay out of your way."

LATITUDE 38 JOHN

any close encounters of the damaging kind.

Most owners of modern fin-keeled boats know that their machines can turn away from danger in a very short distance, but fail to realize that a 3500-ton submarine or a much larger surface ship carry a tremendous amount of momentum and that emergency rudder or engine orders take a comparable eternity to take effect.

I am sure the helmsman of the Santana 35 *Raccoon Straights* thought he had lots of room when he crossed our bow on the afternoon of May 11th. Little did he realize the frantic orders and emergency maneuvering that was going on inside our submarine that surely saved his boat and his life.

The same can probably be said for the captain of the white-hulled sloop *Windfall* (999 class? sail #158) when he made multiple tacks across our bow on the afternoon of May 13th.

These are not isolated incidents; a little more intense than usual but not isolated. The next time you are out on the Bay think about giving a wide berth to the big ships — and submarines.

— dennis smith, vallejo

vessels that bump in the bay in the day

"Last week when I heard about a guy who collided with a freighter, I thought, 'What a dumb idiot'. But it happens, it happens fast."

Nobody knows better than the gentleman who spoke those words, Dan Parker of Morgan Hill. For a little past noon on May 18th, his boat, the Tayana 42, *Sonam Bulant*, collided with a 400-ft Panamanian tanker.

Fortunately, none of the six men aboard the sailboat were injured. *Sonam Bulant*, however, was dismasted and sustained extensive damage to its hull, pulpit and standing rigging. It was towed by the Coast Guard, as you can see from the accompanying photograph, to the St. Francis YC.

The big freighter was inbound while *Sonam Bulant* was headed in the direction of Kirby Cove when the collision occurred near the South Tower of the Golden Gate Bridge. The cutter-rigged cruiser struck the freighter, which was moving at about 15 knots, broadside. The damage got serious when the sailboat's standing rigging got caught in the freighter's ladder.

"If it hadn't been for the ladder, there wouldn't have been so much damage," explained Parker. Ladders are put over the side of incoming ships so bar pilots and customs agents can board quickly. "The ladder caught the forestay and the mast snapped. It was pretty intense."

Even though Parker guesses there is over \$35,000 damage to his boat, he says he's just glad that no one was hurt or injured. "It's only money. Four to eight seconds difference and it would have been a head-on collision. The damage is going to be costly, but we're all still alive."

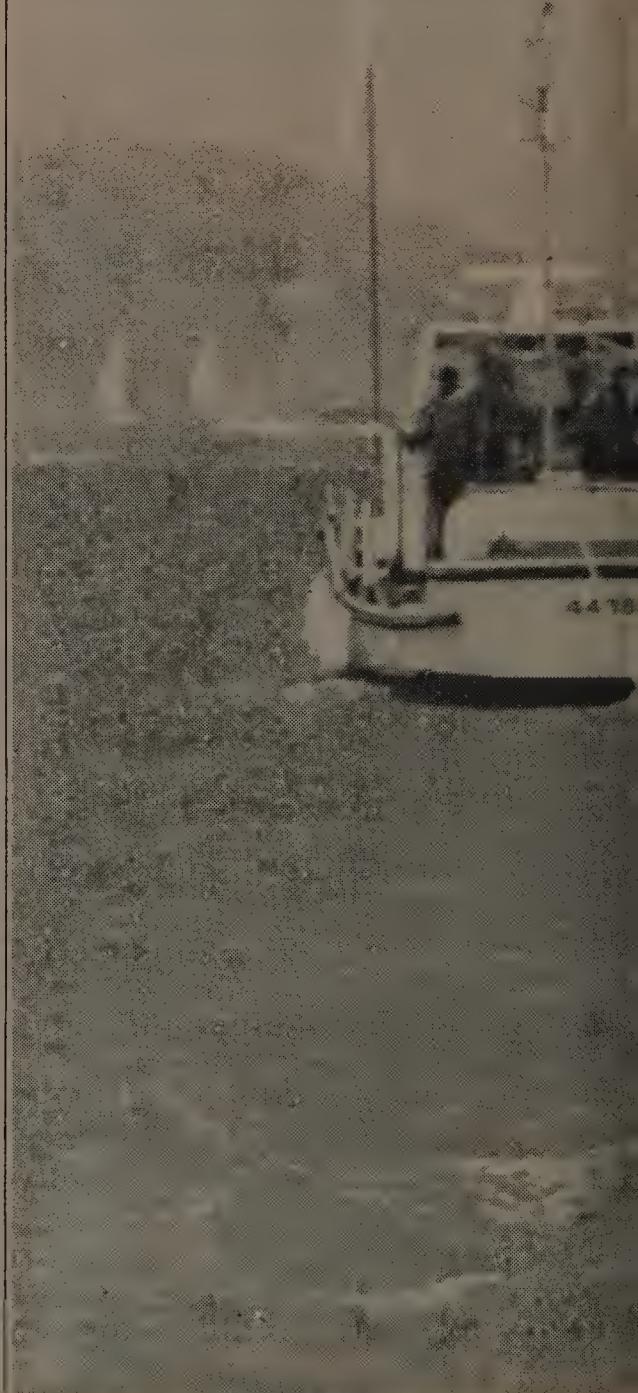
How did it happen? Parker explains:

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classic boats

has lead several colorful lives. Built as an open deck launch in 1907, she served as a tender for the steam lumber schooner, *Shna Yak* which worked the coast up to the "dog holes" of the Pacific Northwest. *Shna Yak* ended up on Rotten Row, the ship's graveyard in the Oakland Estuary, and was broken up for scrap in 1932. The tender *Cherokee*, however, went to a backyard builder who added the cabin and launched her in 1935 as a fishing boat. Eventually, *Shna Yak*'s bones were moved to the Point San Pablo Yacht Harbor, where the hulk of she and six others served as the foundation for the breakwater. Yet her tender, the considerably gussied up *Cherokee* still survives.

As we mentioned, this is a collectors boat and car show, and thus will include some



— cont'd

classic wheels. Just to mention a very few, these include a 1954 Jaguar XK120, a 1938 Bugatti drop head coupe, a 1923 Rolls Royce Silver Ghost, a 1929 Minerva four door touring car, and if you're really lucky, the 1982 Chevy S-10 longbed pick-up we use to deliver *Latitude 38's*.

In addition to the keels and wheels, there will be a dixieland jazz band, popcorn, hot dogs, straw hats and boating costumes. Dress up in an old-time outfit and have an extra good time.

Admission is \$6 for adults and \$3 for children, with proceeds going to the San Francisco YC's Junior Sailing Program. But remember, the San Francisco YC is not in The City! It's at 98 Beach Road in Belvedere.

vessels bump — cont'd

"We were headed astern of the freighter. I was down below until the critical moment. I wasn't at the helm, but I was the skipper. I knew the collision was imminent. We had to tack, but we were dead in the water, in irons. We were caught between the South Tower and his course. It happened so fast there was no time. He'd altered course and we didn't expect that."

How will he handle similar cases in the future? "Go the other way! Tack in the opposite direction."

Coast Guard Petty Officer Greenlee at Fort Point, the responding station, offers this advise to sailors. "We have a rule — not an official rule — but it's the rule of gross tonnage: Stay out of their way!"

Greenlee explains, "It's very hard for a large ship to alter course or speed." According to Royce's *Sailing Illustrated*, a 523-ft type T2 tanker cruising at 14.5 knots requires 4,350 feet to come to a stop. And 1,880 feet to make a 90 degree turn. A 200,000 ton tanker cruising at 15 to 17 knots takes 2.5 miles — or 21 minutes — to come to a complete stop.

Before any of the rest of us start saying, 'What a bunch of dumb idiots on *Sonam Bulant*', perhaps we should all reread the previous item.



LATITUDE 38/RICHARD

SIGHTINGS

it's a family affair

The most nagging problem in yacht racing is getting crew. Dr. Jerry Jensen, a Fremont dentist, doesn't have that problem. When he and his Farr 48, *Sangvind*, head out on July 4th on the start of the Pacific Cup race to Kauai, he'll have four of his kids — Darrel, Darin, Joel and Dean — aboard. They will still leave four others — Duane, Janel, Doug and Janine — on the shore cheering with their mother, Jody, and one grandmother. Some, but certainly not all of these Jensens appear in the accompanying photograph.

This will be the third Pacific Cup race for the Jensens. They finished second in 1980; fourth in 1982. They also did the Los Angeles to Honolulu TransPac, finishing 26th.

cont'd on next sightings page

liveabards and the

We've taken the Bay Conservation and Development Commission (BCDC) to task many times in the last several years for their stand on liveabards. In fact we've done it so many times, a few of you are probably wondering if we're not being unreasonable and for some reason are out to 'get' that government agency.

If it will put your mind to rest, here's what



bcdc and the picya

the Legislative Action Committee of the Pacific InterClub Yacht Association has to say about the Commission's recent vote to regulate liveaboards in Northern California.

Boating Freedom

The Bay Conservation and Development Commission has taken numerous steps to regulate us, the recreational boaters. The

cont'd center of next sightings page



TERESA PENCAK SCHWARTZ

family - cont'd

The Jensen family began sailing 19 years ago, and all eight of the children learned when they were tots. Today they range in age from four-year-old Janine to 22-year-old Duane (whose wife is expecting their first child in June). Mom and Grandma like to sail aboard *Sanguind* also.

In addition to the previously mentioned transpacific races, the Jensen family has done four Big Boat Series, four races to Mexico and the Northwest's Whidby Island Race Week series. That's thousands upon thousands of family ocean racing miles.

"It's a fantastic experience," says Dr. Jensen, referring to the ocean racing with his sons. "We treat them like men and they always do a man's job."

"I really like the Pacific Cup Race," 13-year-old Dean remarks. "The boat surfs and it's a thrill. Last time we clocked up to 31 knots surfing. I like ending up in Hawaii, too."

Wait a minute — 31 knots? Dean says it didn't last long, but that's what the knotmeter read during one burst of speed.

The Jensen family is active in the Mormon Church. In fact, *Sanguind* may be one of the few boats to have launched a Bible into the ocean. What happened was that one son misplaced a Bible he was reading during one of the TransPac's. On the next spinnaker hoist, the chute popped out of the turtle and so did the Bible — right into the ocean.

While *Sanguind*'s a typical Farr downwind flyer, her chances, even with help from Above — of breaking *Merlin*'s record are slight. The legendary Lee 67 has dominated the first-to-finish honors since the first Pacific Cup Race in 1980.

There's only one boat that should even come close, the Holland 67, *Charley*, elapsed time winner of the 1983 Transpac.

"We'd like to beat *Merlin*'s record," said crewman and BMW, David Wilhite, "but it may take a multihull to do it."

But skipper, George Barrett of the Sausalito YC, who's bringing *Charley* out of her two year dormancy, chartered *Charley* for this year's Pacific Cup race and is going full speed ahead with preparations to win the Pacific Cup. An extensive new inventory of equipment is being added and everything is being checked — yes, including the keel bolts. You may remember (some are trying hard to forget), *Charley* lost her keel on the return trip from the 1983 Transpac.

The Pacific Cup will start off the Marina Green in San Francisco on July 4th at 1 p.m. It will make for great spectating.

save all you can save

"Join the Peace Navy and Save the World", is the motto. That's quite an ambitious undertaking for a 90-boat fleet of sailboats, powerboats, rowboats, dinghies, canoes and windsurfers.

Through peaceful on-the-water demonstrations and water-based guerrilla theatre, the Peace Navy hopes to dramatize their opposition to the arms race, military intervention in Third World countries and trade with the apartheid regime in South Africa.

"We are the people who are concerned that our home, San Francisco, is becoming a major U.S. homeport for nuclear powered ships and ships carrying nuclear weapons to Central America and a base for ships engaged in 'gunboat diplomacy' in Central America," said Co-Admiral, Bob Heifetz.

In mid June, the Bay Area Peace Navy will join international protestors across the world and the Emergency Response Network in a demonstration to "Disarm the Seas". The international movement is joining forces to show their opposition to cruise missiles in the Atlantic, nuclear testing in the Pacific and the expansion of the U.S. Navy into the communities.

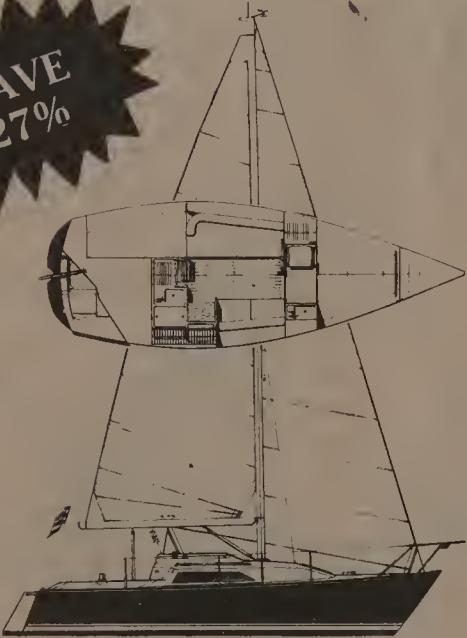
Since the Peace Navy was formed three years ago, they have worked in collaboration with other peace organizations such as Greenpeace, The Freeze Campaign, the Bay Area Free South Africa Coalition, Witness for Peace, and the Emergency Response Network — groups that share a com-

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C&C FACTORY INVENTORY

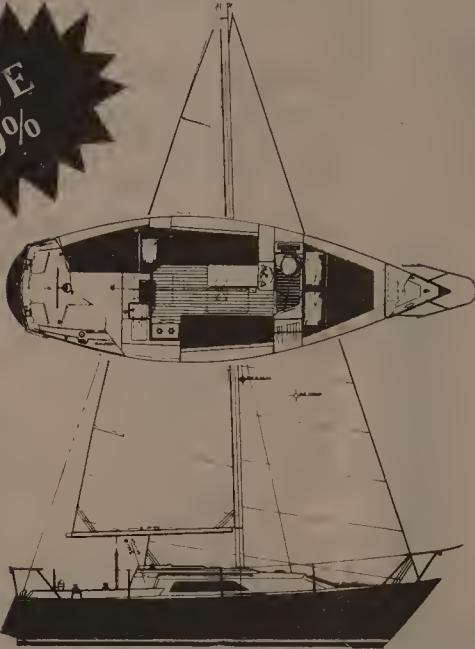
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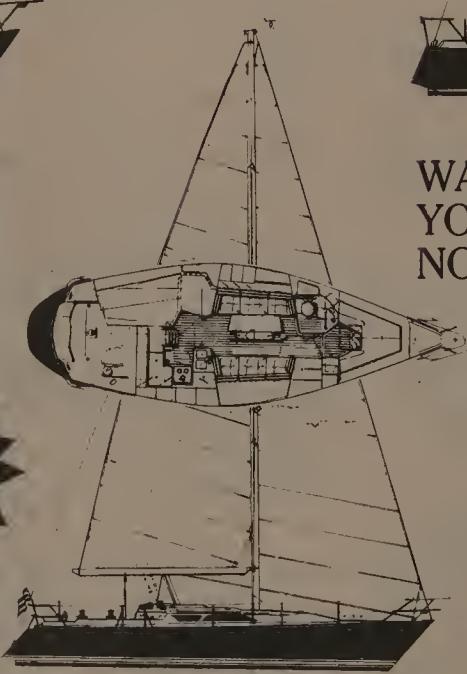
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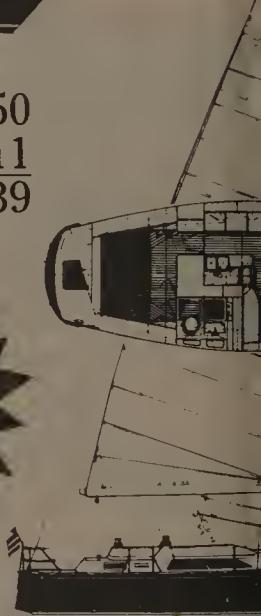
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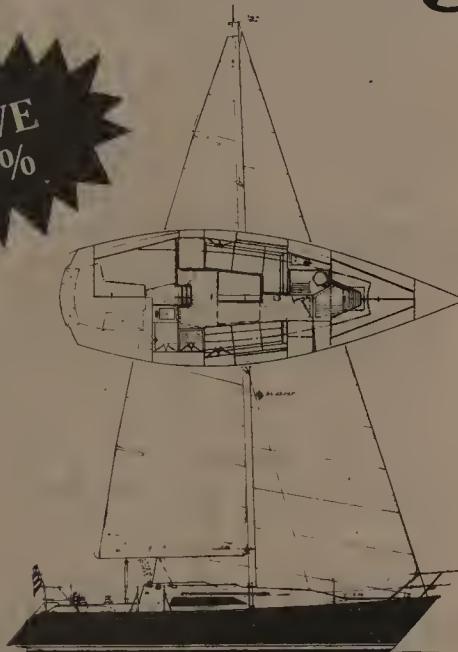
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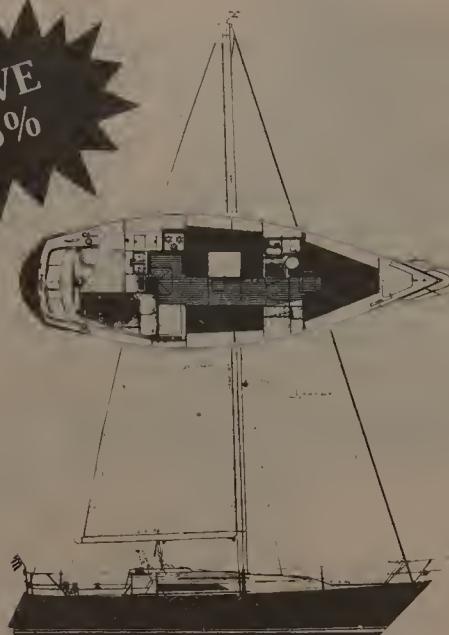
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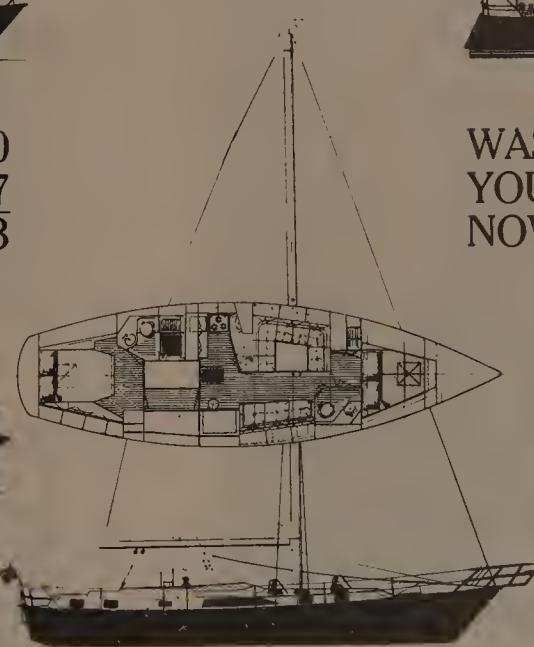
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SIGHTINGS

save - cont'd

mon concern about the threat of nuclear war and an interest in civil rights and environmental issues.

During the past year, Peace Navy boats and members participated in a number of events. On June 15, 1985, to celebrate International Disarming of



JANET DELANEY

The Navy blockades the Navy.

the Seas day, 17 boats (including Greenpeace boats) met at the Ferry Building for an ecumenical blessing of the fleet, followed by mock blockage maneuvers off Hunters Point Naval Shipyard.

On August 9, 1985, the Peace Navy cooperated with the Free South Africa movement to protest the docking and unloading of the *Nedlloyd Kimberly* from South Africa. Also in August, Bob Heiftez and Tom Caulfield, Co-Admirals of the Bay Area Peace Navy, joined a Witness for Peace team of 27 members as observers and advisors on a peace mission down the San Juan River, bordering Nicaragua and Costa Rica.

On V-J Day, last year, Peace Navy boats held a non-violent protest against the "40 years of peace in the Pacific" message. During the ceremonies at the beginning of Fleet Week last October, the Peace Navy paraded a fleet of 27 boats to protest the expanding deployment of nuclear weapons and the planned homeporting of the *US Missouri* in San Francisco Bay.

And with a touch of humor, the Peace Navy staged a mock invasion of Angel Islander after the U.S. Invasion of Grenada. All the deer were saved.

For more information about the Bay Area Peace Navy, call Bob Heiftez at (415) 398-1201, Sonja Hanson at (415) 332-6829 or Tom Caulfield at (415) 549-2406.

excuse me, but is that a ketch?

Looking like an extraterrestrial spaceship on water, Jacques Cousteau's 103-ft windship, *Alcyone*, created quite a stir this May when she sailed into the harbor at La Paz, Baja California Sur.

Even though she's propelled by the wind, she doesn't look anything like a Cal 20, Columbia 57, or even the *Californian*. That's because she's Turbosail powered by the revolutionary mechanisms inside her twin 33-ft white aluminum 'masts'.

The two 'columnar sails' power the vessel only vaguely like conventional sails do. The Turbosails catch the wind through shutter flaps that run the height of each column. Each are programmed by a shipboard computer to adjust automatically to the direction of the wind. The aspirated cylinders create lift and push in much the same way as airplane wings, except in a

cont'd on next sightings page

bcdc & the

State Lands Commission and Coastal Commission applaud its actions and threaten even more restrictions in your future. Even if your club is not under BCDC jurisdiction, its actions will affect you also.

Substantial Change in Use.

Used as the justification for regulation of liveaboard boats, BCDC contends that using the living accommodations on your boat with the intent of making the boat your sole residence is a "substantial change in use" and will require a BCDC permit. PICYA and five of the Commissioners voting at the March 20 hearing insist that the navigational use of a boat is a Trust purpose, as defined in the McAtee/Petris act, and makes all other uses of said boat incidental to its Trust use.

This just-voted-on amendment to the Bay Plan is the regulatory "foot in the door" which PICYA and other concerned boaters have been fighting for three years.

Fiscal Impact

Three years of discussion, public testimony and written comments have not resulted in a single finding showing the need to regulate navigable vessels. How much more money will be wasted in trying to enforce permit procedures for, and verification of the few liveaboard navigable vessels in Bay and Delta marina?

Enforcement

It is inconceivable that the McAtee/Petris

plastic

As you already must know if you've sailed the Bay for any length of time, the Master Mariners Benevolent Association is a large, active and elite organization dedicated to the preservation of antique yachts. You also realize, if you were out on the Bay on Memorial Day weekend, that they are also dedicated to having an awful good time sailing said yachts, and celebrating thereafter. (If you weren't there, see the write-up in this issue.) To qualify as a Master Mariner classic yacht, a boat must have been designed and built before World War II, or built to a pre-war design from materials that would have been used back then.

But wait a minute. Just what is a classic, anyway? Does it have to be ancient? Does it have to be wood? Must it constantly reek of fresh varnish and Stockholm tar? A growing number of folks don't necessarily think so. And that — more or less — is how the Plastic Classic Regatta and Concours D'Elegance got started. The first annual event, held last year at the San Francisco Boat Works, was a big success. Lots of owners of plastic classics

picya - cont'd

act, written in good faith with the principal intent of preventing further Bay fill and providing maximum feasible public access to the Bay, intended to give BCDC Staff police powers over owners' use of their navigable vessels. How will this latest amendment to the Bay Plan be enforced? Midnight raids? Intimidation?

Potential Confiscation

Some people who live aboard their boats cannot afford both a boat and an "upland residence". How many will be forced to dispose of their boats to satisfy the whims of the BCDC Staff?

Final Word of Warning

At the March 20 BCDC hearing, the following two remarks were made by BCDC Commissioners:

"Afterall, we are permitting 10 percent liveaboards per marina. If they go cruising for a few years, they can keep their berths and come back to them." Suuure, they can! All boat owners are Fat Cats, right?

In reference to the fact that some non-liveaboard boats do not leave their berths for months on end: "We should regulate them, too".

Does this give you an idea of the way the wind is blowing at BCDC?

— margot brown
Chairperson

PICYA Legislative Action Committee

mariners

— you may be one yourself and not even know it — are looking forward to the Second Annual event. It will once again be held at the S.F. Boatworks, and this time the organizing Islander Bahama Association has asked the Bay View Boat Club (a walk, skip and jump north of the Boatworks) to sponsor.

As organizers use the term, the plastic classics "are '60s vintage" fiberglass boats. Nothing designed or built after 1970 qualifies. In the great scheme of things, these boats are the missing links between wood and fiberglass; the baby boomers of the boating world; the Corvette Stingrays of sailing. A few makers that come to mind are Pearson, Islander, Alberg and Columbia. These days, plastic classics share the common characteristics of having huge PHRF ratings to offset their relatively heavy displacement, full keels (for the most part) and incredibly thick, tough construction. Back in the '60s, boats were way overbuilt because no one knew exactly how strong

cont'd center of next sightings page

a ketch - cont'd

vertical rather than horizontal configuration.

We'd go into further detail if we understood them, but we don't. The important thing is that *Alcyone* can cruise at an average speed of nine knots with just 25 knots of wind blowing into the Turbosails. In lighter winds she



TERESE PENCAK SCHWARTZ

You decide, is it a ketch or not?

has to depend on her twin 156-hp diesel engines for additional power. The innovative idea, recently refined by Cousteau and two other Frenchmen, is expected to be used extensively by future seagoing merchant ships. Currently such ships are powered by burning fuels which are becoming scarce.

Cousteau is a respected environmentalist and film-maker whose documentaries about the sea have charmed us all. *Alcyone* is currently in the Sea of Cortez to serve as the primary base of film operations for The Cousteau Society's new documentary series, *Rediscovery of the World*.

The Sea of Cortez Expedition will be the fourth and final film of the series that deals with the environmental status of the world today. The other three one-hour documentaries were filmed in the waters of Cuba, Haiti and Cape Horn.

"One of the reasons the Sea of Cortez was chosen is because of its in-
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SIGHTINGS

a ketch - cont'd

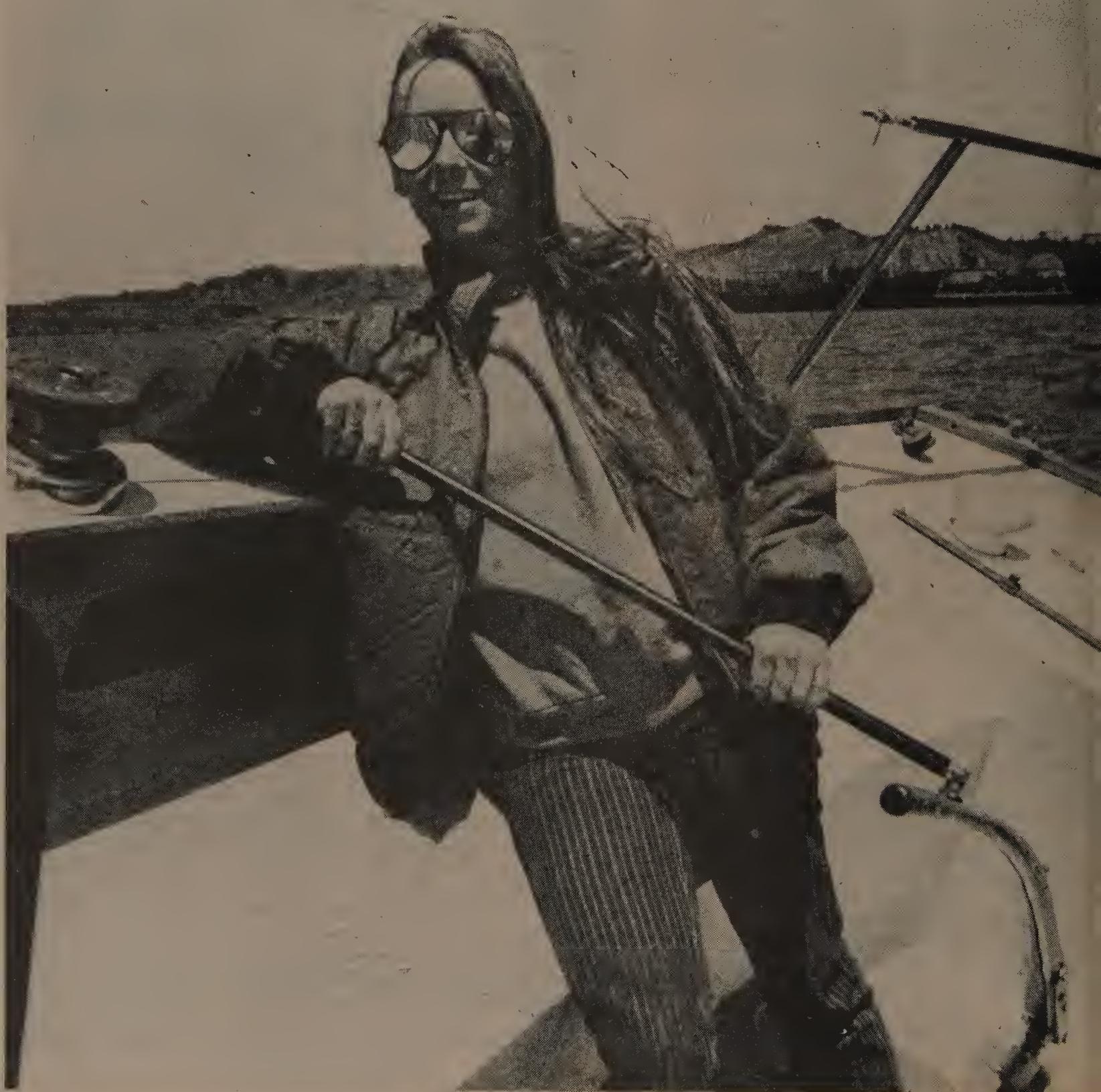
teresting geology — a rich ocean surrounded by a dry desert," explains Carol Hastings, Logistics Coordinator for The Cousteau Society. Ardently dedicated to the protection and management of the world environment, The Cousteau Society is also concerned with the impact of tourism and fishing on the waters of Baja California.

Since there has been very little industry in the area thus far, the Sea of Cortez has flourished as "an aquarium of the world". But in recent years, extensive fishing combined with pollution from the Colorado River are threatening the abundant sea life. Already turtles and some species of fish are in danger of becoming extinct.

classic plastic

fiberglass was.

Many designs also continue to share loyal followings in racing, cruising and daysailing circles. All this and more will be celebrated at the Classic. In addition to the regatta, there will be competitions for best interior, most stock boat, longest owned boat and so on. All period boats, regardless of area of sailing interest, are invited, as is the general public. Special guests this year are the Thunderbird



— cont'd

fleet. "You know," says Plastic Classic organizer John Super, "the Thunderbirds are built of plywood, but every one of them is sheathed in fiberglass. That qualifies them as plastic classics as far as I'm concerned. Heck, that might even mean they are the first of the fiberglass boats."

For more on the Plastic Classic, call John Super at 826-8370, Mike Mueller at 759-5439, or Sandi Harris at 922-6334.



LATITUDE 38 JOHN

the unhappiest day

The last sail is the best and the worst. This is especially true if you have to sell your boat rather than want to sell it. Such was the case recently with a certain staff member here at *Latitude 38*. To him, parting was not sweet sorrow. It was trauma in the first degree. He likened the feeling to divorcing your wife, finding out your stockbroker thought you said "Delorean" instead of "Del Monte," and learning your children have been kidnapped by Libyan terrorists — all in the same day.

The day before the final papers were signed, he and his lady went out for one last sail across the Bay. As you can see from the photo, it was a fine day with lots of wind — just the kind of day the boat always liked. He spent a lot of time moving around, on deck and below, feeling a rush of memories at each place he stopped; fighting flogging headsails on the foredeck; steering at hull speed downwind at midnight in driving rain; making love in the cockpit under a blanket of stars. He thought back to the first day he saw the boat, to the first sail, to the first night spent aboard, to the first long passage. As they came, he tried to etch each memory and each movement of the boat indelibly into his mind. He's sailed lots of boats over the years, but this is the first real yacht he'd ever owned. And goddamn, it hurt to let her go.

The new owners are enthusiastic, eager to get the boat ready for The Big Cruise — the cruise he and his ex never quite pulled off. That will have to wait for another boat, another time. As he gathered his last few personal belongings together and slid the hatch shut for the last time, the comment voiced by several friends popped into his mind: "The two happiest days of a boater's life are the day he buys it and the day he sells it." they said.

At one time, he thought, that overworked expression must have been funny. Then it was cute. Now it's trite. And complete bullshit.

dining with doug

First you start with a big head . . .

There's nothing like a rough day of sailing, boardsailing and sunbathing to work up a ferocious appetite. Fortunately for us, we were spending the day on Doug McQuillan's 49-ft ketch, *Tamaru* in Baja, and he was cooking.

"Mmm . . . that smells good, what's for dinner?" we asked.

"Fish head soup," replied the man in the galley.

"Yuck!", was our gut reaction as we quickly tried to think of somewhere else we suddenly had to be. We never could think of any place, so being polite and very, very hungry, we decided to be bold, stay, and give it a try. Our courage was fortified with Baja Screech, a favorite beverage in the Sea of Cortez.

Much to our surprise, we wouldn't be alone for dinner. *Tamaru* soon greeted half a dozen other guests, all of whom had been lured by the prospect of Doug's fish head soup.

To our astonishment, we enjoyed the soup so much we had three bowls! And after a few more cups of Screech, we even asked for the recipe. Normally *Latitude 38* doesn't print recipes, but we got them to make an exception in this case.

Doug's Fish Head Soup:

- Find one large fish head from the body of a 15 to 25-pound fish. Yellowtail's good, amber jack's not bad, and there's nothing wrong with grouper, either. If you're not an accomplished fisherman, you can usually acquire one of these by looking hungry while you walk around someone cleaning fish. (If you're an expert at looking hungry, the fish cleaning might even get you a nice filet, which you can use the next day.) But the head is what you really want.

- Clean the head by cutting the gills and removing any congealed blood. If you're new to cleaning fish, don't look the fella in the eye as you do this.

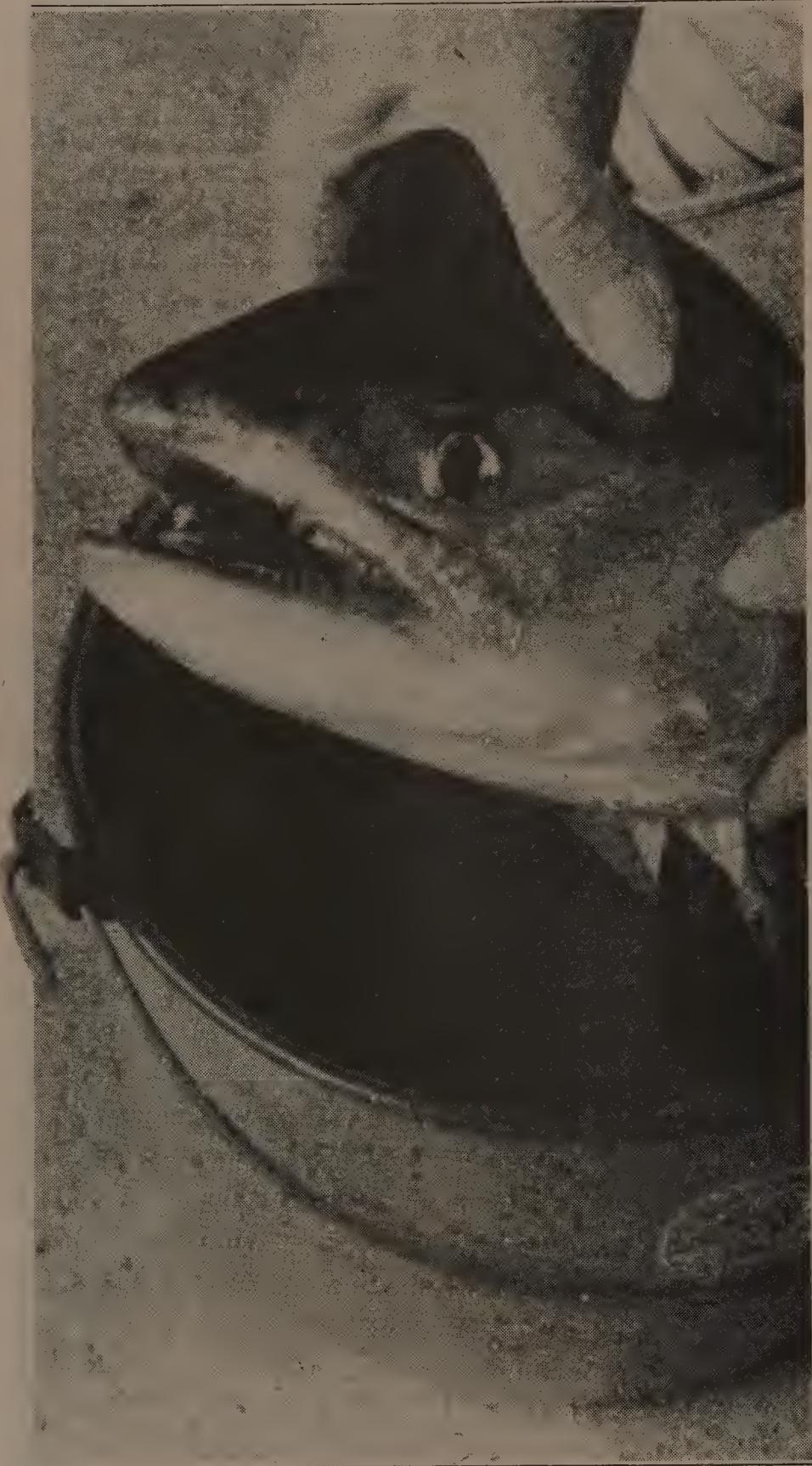
- Place the head in a large pot with enough water to cover it. Add your favorite spices — parsley, sage, rosemary, thyme, tarragon, bay, salt, pepper, garlic — whichever you like.

cont'd on next sightings page

SIGHTINGS

head - cont'd

4. Boil for one hour or until the head falls apart. Remove bone and gristle and cool.
5. Strain stock to remove small bones, the hook that snagged him, etc.



TERESE PENCAK SCHWARTZ

The eyes have it.

Return stock to pot.

6. Add chopped vegetables such as potatoes, onions, carrots, cabbage as well as rice. While you're at it, poke around the galley and see if you can find

cont'd on next sightings page

farewell to

In late May, Hollywood lost one of its veterans; the sailing world one of its most flamboyant personalities; and the city of Sausalito one of its most beloved citizens. After a long battle with cancer, Sterling Hayden died in his sleep on the 23rd. He was 70.

Hayden was a sailor's sailor and, unaffected by the glitter and glamour of his Hollywood career, a man who lived life on his own terms. Born John Hamilton in 1916 in Montclair, New Jersey, Hayden ran away to sea on a fishing schooner at 16. By the time he was 22, he had sailed around the world and skippered a brigantine on a cruise to Tahiti. In 1937, while the navigator aboard *Gertrude Thebaud* for the American/Canadian schooner races, the craggy-faced, 6'5" sailor was noticed by a Hollywood casting director. And the rest, as they say, is history.

Screen audiences will probably best remember Hayden for his portrayal of the wild-eyed General Jack D. Ripper in Stanley Kubrick's 1964 film, *Dr. Strangelove*. Among the other rolls he played in a film career spanning more than 40 years were the corrupt police captain who was slain in *The Godfather*, and the emancipator John Brown in the TV miniseries *The Blue and the Gray*.

The sailing world will probably best

one more

Add one more junior program to the listing we ran in our last issue. It's the Afternoon Sail Camp at Lake Merced. This short course runs from July 7 to 12, from 1 to 5 p.m., and offers training to 13 and 14-year-old boys on the popular Laser at both begin-

This space for official
use only.

the wanderer

remember Hayden for his two largely autobiographical novels of the sea, *Voyage* and *The Wanderer*; and for his swashbuckling real-life escapades afloat. Among the most widely publicized of these was the time he defied his divorced wife and a court order and, aided by co-conspirator Spike Africa, sailed off to Tahiti with his four kids on his old pilot schooner. A judge called the voyage "regrettable and foolish". Hayden called it "the best year of my life".

As that and other incidents illustrated — and Hollywood columnists were fond of pointing out — some of Hayden's best roles were indeed offscreen. He was awarded the Silver Star during the war for bravery behind the lines. He was married three times. He was a reformed communist, a reformed alcoholic, a food faddist and a civil rights marcher among other things. And in everything he did, Sterling Hayden was bigger than life, a man to be reckoned with, a man cut from the same mold as John Wayne and Gary Cooper in Hollywood, and Spike Africa and Bob Sloane on the sea. There aren't many like that left anymore.

Services for the actor/writer/novelist/adventurer were private. At his request, Hayden's ashes will be scattered in his three favorite places: Wilton, Connecticut; along the River Seine in Paris; and on the Marin Headlands.

junior program

ning and intermediate levels. The course will end with an optional overnight sail to Angel Island on larger boats. The fee is \$25, plus \$7 for the optional ending cruise. For more information, contact Mike Strain at 469-0200 days or 334-4343 nights.

head — cont'd

any other items that are about to go off. Maybe drop them in.

7. While simmering the mess above, clean out all the meat from the fish head, being careful to remove all skin, gristle and small bones. Then cut the meat into small pieces and drop back in the soup.

8. Putting the eyeballs back in the soup is optional, but is guaranteed to get a reaction from those assembled.

9. Add water to the top of the pot and simmer for one more hour. To conserve propane or kerosene, heat the soup to a boil and shut off the stove. Let it stand for one hour, reheat it to a boil, then serve.

10. Such a pot will provide a bowl for each of about 20 people, or about three bowls to each of seven people. Nobody can eat just one bowl.

If there's any left over, just leave it covered. Afficionados swear it tastes even better the second day.

Fish head soup is an excellent and economical pot luck dish. Assuming the fish head is acquired free of charge, the total cost is about 500 pesos — about one U.S. dollar. When was the last time you fed 20 people a great meal for a buck?

Of course, you may be squeamish and need a little Baja Screech to risk cooking up such a fine meal. Here's the Screech recipe:

Doug's Baja Screech:

1. Find a large five gallon pail. The one you do the laundry in is great; the one that serves as the emergency you know what is not acceptable.

2. Remove the laundry from the pail. Wash pail if you wish; many people prefer the hint of laundry in their Screech.

3. Pour the following in the pail:

- one can of Jamaica Tang (red)
- two cans of lemon Tang (green)
- 1.5 liters of alcohol de cana
- one sliced pineapple
- three or four sliced oranges
- six sliced limes

4. While wearing a gas mask and affording the pail plenty of ventilation, stir slowly for a few seconds.

5. Fill pail with water to near the top of the pail, leaving room to add ice.

6. Age for 30 seconds and serve. Smooooooooth!!!!!!

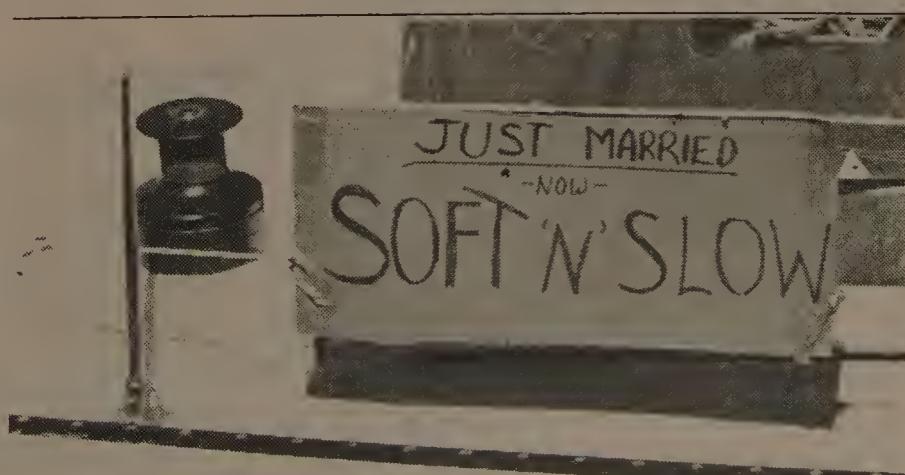
But dangerous. Guaranteed to get 20 veteran drinkers shitfaced. It can be very hazardous to your health if consumed in any quantity.

The Baja Screech was tested and then perfected at the many cruiser's parties in Puerto Escondido, Baja last summer. At last report all participants in the test program are still alive, but they have become maintenance alcoholics.

The cost in October of 1985 was about 1900 pesos or about \$4.50 U.S. When was the last time you bought drinks for 20 friends for under \$5.00?

Hell, when was the last time you served a delicious dinner and potent drinks to 20 esteemed guests for under \$6?

sign on the I-40 'hard 'n fast'



SIGHTINGS

good fortune

When you're in the sailing magazine business, you get to do a bit of sailing in different parts of the world. During our travels, the thing that's always impressed us is how lucky we sailors are here in Northern California.

The two photographs here illustrate what we mean. It's the same day and these boats are just a couple of miles away, but look at the difference in the sailing experiences each is enjoying.

The crew of the Islander 36, *Grumpy Dog*, is experiencing just about all the excitement anyone would want during the weather leg of their one-design racing competition. And if you think that's exciting, you should have been there when they rounded the weather mark and set the chute.

Fortunately for those of us who enjoy a respite — if not total abstention — from adrenalin racing, there's more to San Francisco Bay sailing. All it takes to enjoy the more tranquil sailing life is a short sail over to the cove at Treasure Island. There you can luxuriate in less wind, warmer temperatures and flat water. It — and other Bay anchorages like it — are a great place to kick back and chat with friends perhaps sharing a bottle of wine and a picnic lunch. And if you need a few thrills, you can do what the crew of the Westsail 32, *Christa* is doing in the photo; feed the birds.

Excitement and tranquility — San Francisco Bay offers them both. Why not escape urbanity on your boat this weekend and enjoy a little of both? You'll be glad you did.



eye safety at sea

"My eyes are burning up," he moaned. He'd sailed all day under brilliant blue skies, peering often at the wind indicator and luminous white sails through his stylish sunglasses.

Now, sitting in the doctor's office, he could hardly see at all.

Avid sailor and ophthalmologist, Dr. Sanford L. Severin, Medical Director of the East Bay Eye Center in Albany, frequently sees patients in great discomfort from "sunburned" eyes.

"Sailing, where good vision is so critical to safety and enjoyment, can be hazardous to your eyes," says Dr. Severin. "You may have heard of "snow blindness", a severe inflammation of the conjunctivea and cornea caused by ultraviolet light. Sailors face the same danger from prolonged exposure to the sun, with added reflection from sails and water."

A full-blown case of solar keratitis (the medical name) can cause extreme pain, sensitivity to bright light, redness and swelling of the conjunctivea, and profuse watering of the eyes. Vision can decrease to 20/80.

Wearing good quality sunglasses with ultraviolet coating is essential. But just wearing dark glasses without UV protection is even worse. Because of the dark color, your pupils will open wider, making you even more vulnerable to eye damage from the ultraviolet light, emphasized Dr. Severin.

The ultraviolet blocking should have a value of UV400. Also, sunglasses should be large enough to shield your eyes from reflections from below and the sides. If your eyes are sensitive to the wind, wearing wind shields on the sides of your glasses is advised.

Children are also susceptible to solar keratitis and should be protected with UV coated sunglasses. Nancy and Steve Loyer, who are sailing to French



The shades have it.

Polynesia with their 6-month-old infant, had a special pair of sunglasses made for their daughter by Nancy's father, an ophthalmologist in Portland.

Like sunburn of the skin, symptoms may not appear until hours after exposure. Solar keratitis does not cause blindness, thank goodness, and is self-limiting, but it can make you miserable and ruin a sailing trip.

"If your eyes do get sore," says Dr. Severin, "do not use over-the-counter preparations that "reduce redness" — they only temporarily constrict blood vessels so the eyes look clearer, but they do not treat the condition. Lubricating eyedrops (artificial tears) may ease the discomfort. If the pain is severe or the inflammation persists, an ophthalmologist should be consulted who can prescribe medication for relief of the symptoms and check for any injury.

If you are not sure whether your sunglasses have sufficient or any UV coating, they can be checked at most eye doctors' or eye glass dispensaries. Unfortunately, once glasses are tinted, the tint has to be removed before the UV coating can be applied, so it's wiser to purchase your sunglasses already protected with UV coating.

— dr. sanford severin

SOLO TRANSPAC

When the announcement was made in 1978 that there would be a singlehanded race from San Francisco to Hawaii, the general consensus around the Bay was that anyone who'd attempt such a stunt was either nuts, suicidal or both. Eight years, four races and more than 70 safe



LATITUDE 38/JOHN R.

Mark Rudiger. To save weight, Mark has shaved off his beard since this photo was taken.

passages since, that perception has changed. Now most locals, if they know about it at all, are simply indifferent.

In a way, that attitude is not surprising. Once you get past the novelty of it, there's really not much to hold the attention of the average racer. Except for the first hour or two, you can't watch the race, there are no daily position reports, and the event has yet to draw the flamboyant superstars or tricked-out custom designs. And there are no bells, whistles or parties of anywhere near the magnitude of the crewed events. If the truth be known, most participants like it that way — small and personal. The Singlehanded TransPac is not a race you do for glory. It's a race you do for yourself.

Twenty skippers have signed up for the Fifth Biannual Singlehanded TransPac, which will get underway off the Golden Gate YC the morning of June 14. Compared to past years, that's a small fleet, but it includes a wide cross section of participants. Two of the 20 are women. Five racers participated in previous Singlehanded TransPacs. Three of those were class or overall winners. The youngest participant is a 28-year-old Australian journalist; the oldest, a 56-year-old retired Army brigadier general. One skipper is blind. Another bought and built his boat expressly to do this race. But before we meet them, a little background.

George Siegler is the father of the Singlehanded TransPac. He planted the seeds of this 2,200-mile marathon when he drifted from San Francisco to Hawaii in an inflatable in the mid '70s. After 54 days, the Navy finally picked him up about 50 miles from the islands, but he'd proved that you could survive such a trip aboard almost any type of craft if you were properly prepared.

A company called Survival and Safety grew out of that adventure and they came up with the idea of a Singlehanded Farallones race in 1977. Most experienced sailors thought it was a horrible idea, and backed up their opinions with grim predictions of gale force winds and mass carnage. Nevertheless, between 60 and 70 people showed up. As predicted, it blew a gale, a couple of tris flipped and only 14 boats finished the race.

First was a gutsy Bill Lee on his month-old 67-ft ultralight *Merlin*. But nobody died, and many looked forward to doing it again the following year. After it was all over, the irrepressible Siegler announced, "Next year we're going to Hawaii."

Once again, hue and cry arose from skeptics. "You're crazy. You'll all be killed." But as race day approached, more and more attention was focused on the race. Most of it was centered around attractive 19-year-old Amy Boyer, who was to sail Siegler's *Robert Quinn*, a Freya 39. At the last minute, however, and much to the disappointment of the TV crews, she was scratched by Siegler and another skipper took her place.

Jerry Huffman and 'Pacific Childe'.



There were two starts in the inaugural 1978 Singlehanded TransPac, one for the small boats and, three days later, one for the big boats. The small boats ended up getting more wind, although both fleets got plenty. Norton Smith drove the Santa Cruz 27, *Solitaire*, to Kauai in 13 days, 2½ hours, establishing a record for the race that's never been broken. Jim Gannon, sailing the Freya 39, *Golden Egg*, took only 15 minutes longer, and his big boat record also still stands. The split starts proved unpopular, though, and the Singlehanded TransPac has had a single start ever since.

The 1980 race saw the largest field: 38 starters, 31 finishers. It also had a couple of the most notable participants — actor Hal Holbrook and BOC around the world singlehander, Dan Byrne. (Holbrook, sailing

a Gulf 40, finished after the deadline; Byrne, on the Valiant 40 *Fantasy*, got fifth in class.) Amy Boyer, now 21 and a veteran of the Mini-transatlantic race, came back to take

'84 winner Mark Rudiger, '82 Winner Dan Newland, 1980 participant Linda (Weber-Rettie) Newland, and 1984 participants Ken Roper and Jerry Huffman. Of those, the only two taking different boats are Dan and Linda. Their marriage last year also makes them the first husband and wife to do the



Cathy Hawkins.

COURTESY BULLFROG



Hank Dekker.

COURTESY HANK DEKKER

second in class in a Wilderness 21. This was also the year of the first and fastest multihull participant to date, Mike Kane and 55-ft trimaran, *Crusader*. His 10 day, 19 hour elapsed time record still stands.

The 1982 race will be remembered for the smallest number of entries, 18; the smallest number of finishers, 10; the slowest passages due to a misbehaving Pacific High, and a bit of a surprise winner. It was only a bit of a surprise because Dan Newland is an excellent sailor and *Pegasus* was a boat with potential. But the first time he'd ever sailed the modified Wylie 34 was less than a month before the race. A month before that, it had no keel, engine, rig, deck or rudder!

In 1984, the third time was a charm for Frank Dinsmore, who took first in class in his Olson 30, *Francis Who?*, after having to abort his '80 and '82 attempts on an Islander 28. It was also the year Mark Rudiger won overall aboard his liveaboard, Carlson 29, and the year of the biggest and plushiest monohull sloop to ever finish the race. Among its many other amenities, Peter Stryker's Explorer 45, *Alistelle* even had a harpsichord aboard. As with the '80 and '82 races, the antics of the Pacific High played havoc with strategies in '84. Like all the previous races, everybody arrived in good health and most in good spirits.

Returning veterans for the 1986 race are

race together — that is, do the same race, but in different boats and against each other. And therein lies an interesting story.

"I'm helping Linda get *Predator* (a Wylie Hawkfarm) ready," says Dan, "But once the race starts, I intend to be far over the horizon; no quarter given." Dan, a former sailmaker who now designs sailcloth, will conduct the family rivalry aboard Frank Dinsmore's '84 class winning Olson 30, *Francis Who?* (Frank is serving on the race committee this year.) The paradox here is that he and Linda have both been sailing, tuning and tweaking the heck out of *Predator*, for the last couple years to make it one of the fastest boats in its class on the Bay. And they've done a darn fine job. With Dan and Linda sharing driving duties, the boat took home top honors in class in ^MORA last season.

Then too, Linda is not exactly a novice herself. A singlehander since 1979, the gold star in her long sailing resume is a 5,500-mile solo race to Japan in 1981. Pulling a horizon job on this lady is not going to be easy for anyone. An interesting sidelight: Dan and Linda met through a mutual interest in singlehanded, but with their busy work (Linda teaches learning disabled students) and sailing schedules, it took a long



COURTESY JERRY HUFFMAN

SOLO TRANSPAC

time for them to figure out a date when they could get married. By consulting the master sailing schedule, they finally settled on a date when there were no races. "Otherwise," says Linda, "a lot of the people we wanted to come couldn't have made it." June 15, the second day out, will mark the first anniversary of that union. To celebrate, Linda says they'll each open a small present and talk on the VHF if possible. "With everyone listening, though, we'll have to keep it clean."

While *Francis Who?* was pretty much ready to go gearwise from its last Hawaii trip, the Newlands have done lots of work to *Predator*. Linda counseled extensively with Kim Desenberg, the Wylie class measurer, who suggested several improvements. Among them, Linda has had the stem strengthened, the spreaders beefed up and the rudder post reinforced. She's also added a windvane and may install a Ham radio.

While many others made similar preparations, the standout in this department has to be Bud Fraze. "I bought this boat to do the Singlehanded Transpac," says this goal-oriented sailor. "I looked at a lot of boats, but decided on the Capo 26 because it's as big as I could afford, I feel I can sail the boat to its

rating, and it's built like a brick shithouse." To augment the already rough and ready construction, Bud had several additions made during the building, including Harken ball bearing rudder bearings of the size found on 38-footers, rod rigging, hydraulics, and a copper grid for Single Sideband radio. The SSB itself will be donated by one of Bud's sponsors, Stevens Engineering in Seattle.

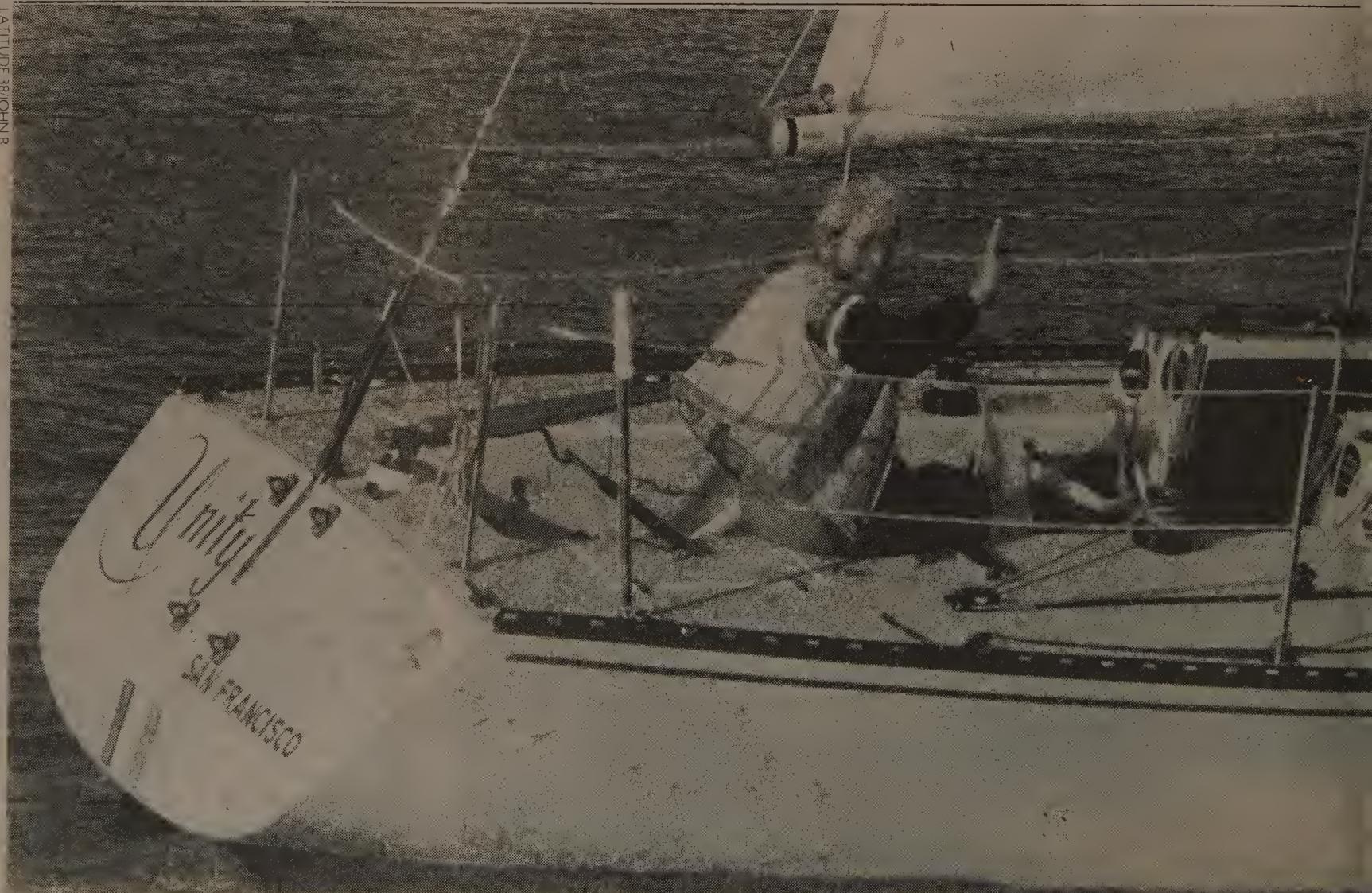
The sponsorship program for Singlehanders has taken a turn for the better this year. Previously, you could accept outside support in form of gear or funds, but you couldn't broadcast the fact by carrying a company logo on your hull or sails or by naming your boat for a sponsor. This year, as outlined in USYRU's latest International Yacht Racing Rules, sponsored yachts may display names and logos — within certain size limits — on hulls, sails and clothing.

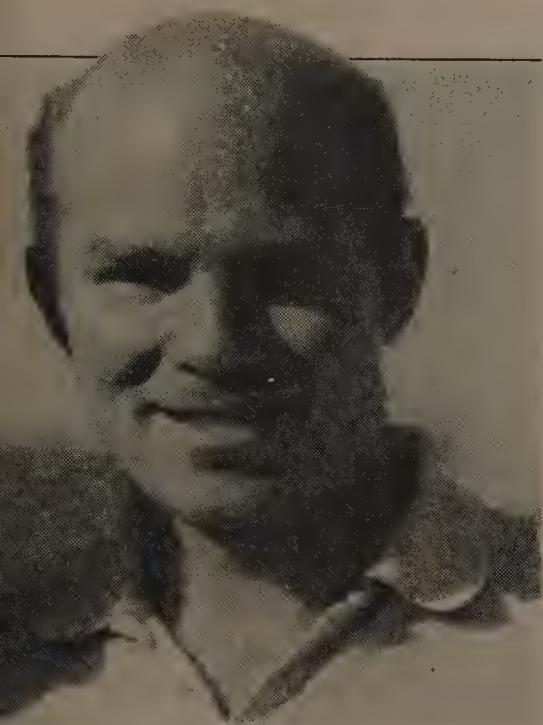
Bud Fraze at the start of last year's LongPac.



Although a number of boats will carry donated gear, the three boats so far with what is considered major sponsorship (\$5,000 or more contributed) are Newland's *Francis Who?*, sponsored by Dan's employer, Orcon; Peter Hogg's catamaran *Tainui*, which will be flying a "Prime Com-

LATITUDE 38/JOHN R





SHIMON VAN COLLE

Linda and Dan Newland: "No quarter given."

puters" spinnaker; and Cathy Hawkins' trimaran, *Bullfrog*, named and decorated for the sunblock manufacturer of the same name.

Cathy will come the farthest to participate. At this writing, her 40-ft Crowther trimaran is on its way on the deck of a freighter from

Sponsors notwithstanding, the most interesting additions to entrants this year are owner-generated: positive flotation, lexan bubbles, special wake-up alarms and even a "reefing spinnaker." Probably the most specialized equipment will be aboard Hank Dekker's *Outta Sight*. Among other things, the blind sailor will have a talking clock and a braille compass and charts. The race committee has also waived the requirement that he take daily noon sights, and once he nears Kauai, he'll be talked through the finish line. But this is no lark for the motivational speaker who last year singlehanded from Hawaii to San Francisco. Dekker is going for the win in his Laser 28. Ever the optimist, Hank even feels his lack of sight is one of his biggest assets. "When night comes, lots of people will take down their spinnakers. I can't see anyway (Hank trims by feel), so I plan to fly the chute day and night."

Defending champion Mark Rudiger is also out to make it two in a row. And even though he can see perfectly well, he also has one or two points in his favor. Mark's been



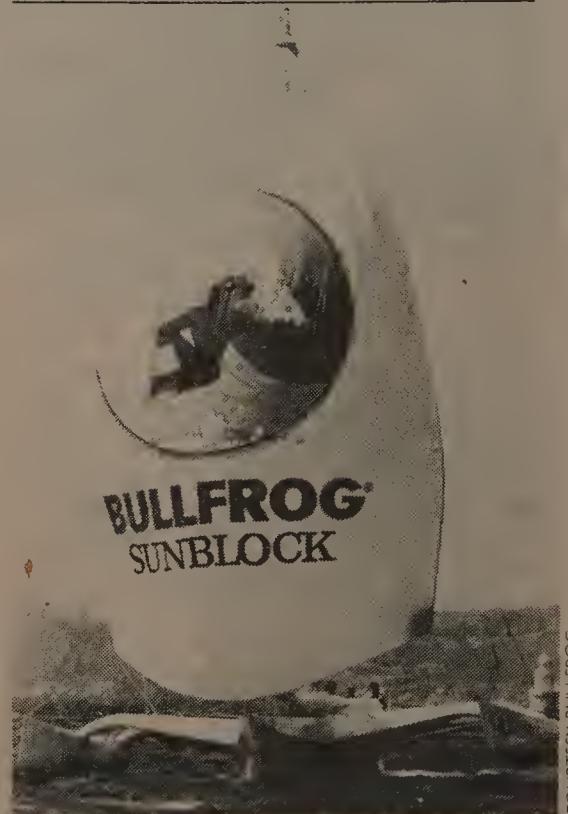
LATITUDE 38 JOHN R

Peter Hogg.

sailing for 26 of his 31 years, and this will mark his sixth transpacific (second singlehanded) crossing. Like Bud Fraze, Mark feels the best boat for this race is a smallish, moderately heavy displacement boat that can be sailed to its rating, and his *Shadowfox* fits that bill to a tee.

"It's hard for a boat like the Olson 30, which is rated for around the buoys, to sail to its rating when you're not at the helm," says Mark, a marine technician who between

races lives aboard *Shadowfox* with Kay, his wife. "I think Jerry Huffman (on the Cal 34 *Pacific Childe*) has the ideal boat for this race. Of course, a multihull combines the best of both worlds: directional stability and light weight. Peter (Hogg) could sleep the whole way over and still beat everybody in."



COURTESY BULLFROG

The 'Bullfrog' trimaran: Sponsorship comes of age.

"Right now I think my toughest competition for overall is going to come from either Jerry or Bud (Fraze). Jerry has the most TransPac experience, and Bud's a very good, competitive sailor. I'm not discounting Dan Newland, either. And I don't know Paul Steinert (on *Tres Equis*, a Farr 1020), but I've heard he's also very good and the boat has the ability to do well. It's going to be real hard to call this year."

But not for Graham Hawkes. "To be honest, my interest in the Singlehanded TransPac has never been in winning overall," says Graham, who describes his profession as "a naval architect of sorts — except all my boats sink". (Actually, since his work designing deep sea submersibles centers around oil exploration, the recent drop in world oil prices has made Hawkes among the doubtless for the race.) If he does go, Graham will be sailing his Olson 40 *Aquila* for first to finish. "I'll be the lowest rated boat out there," he says, "but I'll be able to make 20 to 24 knots going downwind under autopilot and twin roller furling headsails."



LATITUDE 38 JOHN R

Peter Clutterbuck.

Sydney, Australia. She and sailing partner Ian Johnston — who may end up racing the boat, the final decision on who will skipper has not been made — have chalked up an impressive racing record aboard multihulls in Europe, South Africa and Australia. Most recently, they sailed *Bullfrog* to a record breaking win in the 1,250-mile Two-Handed Trans Tasman Race. Their inclusion in the TransPac, if they can get the boat together in time, will make for some terrific competition

SOLO TRANSPAC



LATITUDE 38/RICHARD

Paul Steinert during the Singlehanded Farallones.



LATITUDE 38/JOHN R.

Above, Graham Hawkes aboard 'Aquila'. Below, a beardless Mark Rudiger aboard 'Shadowfox'.

Between individual boats, the competition to watch will be between Jim Fair and Paul Kamen, both sailing Merit 25s. "Jim and I started sailing against each other 13 years ago on Lido 14s," says Kamen. "In all the time since, I think I've beaten him more than he's beaten me, but it's been very, very close. In the last one design series, I only beat him by one-half point. I have a feeling in my bones that we'll probably be crossing tacks out there, 1,000 miles from anywhere."

When we talked to him in mid-May, Paul had just completed his qualifier. (All Singlehanded TransPac'ers are required to sail 200 miles out and back to qualify.) Almost everybody else's qualifiers have been horrendous this year, including the ones of those who chose to make a race of it back in September of last year (see "The Great Pacific Longitude Race" in the October issue). So Paul wisely — or so he thought — waited until early May to do his. As it turns out, the weather was almost more horrible than he could have imagined. Thirty-five to 45 knots of wind at times had him down to bare poles. On the first day, he turned on the radio for a weather report only to hear that a tsunami (tidal wave) warning was in effect for the coast of California.

"I'd cleared the bar, so I was in deeper water, but then I got to wondering — what's deeper water as far as a tsunami is concerned? On the open ocean, you normally can't even feel a tsunami, but of course all the people waiting for me on shore could think of was 'The Poseidon Adventure.' For those of you who missed the news that night, the tsunami never materialized.

As you read this, Paul and the other racers will be well into planning battle strategy with the Pacific High, that large area of low pressure that lurks the rhumb line around mid-Pacific looking for unsuspecting

sailboats to lure into its windless maw. Because of the high, the shortest (in terms of time) distance between the points of San Francisco and Hawaii is not a straight line. Rather, on normal years, it is generally a lazy reverse "S" curve. You take a gentle curve south going out, then curve gently north at roughly the halfway point. If you do it right, not too high and not too low, you skirt the high and keep the wind. If you do it wrong, like not going far enough south, you hit the high and the wind is gone. If you go too far south, you have lots of wind, but many more miles to make up.

Everybody has their own theories and plans for dealing with the high. The trouble is, the high doesn't always behave like it's supposed to. That's what screwed everyone up in '80 and '82 and makes route choice in any year something of a crapshoot. Most 1986 competitors who will admit a strategy are planning to keep as close to the high as possible without breeching it. Or as Ralph Morganstern, sailing Geodesic II, puts it, "keeping the boat moving fast along the geodesic route." (Webster defines "geodesic" as "the shortest line between two points on a surface.") Barry Bristol will "skirt the high and sail as hard as I can without breaking the boat." Peter Cameron plans "to go south until the butter melts, then due west."

The "LongPac", as September's qualifying race was nicknamed, brought up some interesting thoughts about personal conditioning for long distance singlehanding. Any of you who have ever singlehanded a yacht in rough weather know how physically demanding it can be. Add in the factor of competition and it's not hard to imagine that participants in this race really qualify as athletes in every sense of the word. Bud Fraze attributes a large part of his victory in

the grueling LongPac to his physical and mental training. His regimen for the Singlehanded TransPac is the same. In addition to periods of daily meditation, Bud jogs or cycles several miles a day and works out with light weights. In his meditation, he says "I do the race in my head. I visualize the boat, perfectly trimmed, surfing along under spinnaker."

Also doing physical preparation are Linda Newland (working out at an athletic club),

1986 ENTRANTS

Skipper	Boat	Type
Multihulls		
Kathy Hawkins	Bullfrog	Crowther 40
Jeff Hartz	Fat	Trimaran
Peter Hogg	Tainui	Marbles Trimaran
		Newick 40
		Catamaran
Division I		
Graham Hawkes	Aquila	Olson 40
Dan Newland	Francis Who?	Olson 30
Paul Stelnert	Tres Equis	Farr 1020
Peter Clutterbuck	Alliance	C&C 38
Hank Dekker	Outta Sight	Laser 28
Anonymous	Express 27
Ken Roper	Harrier	Finn Flyer 31
Bud Fraze	Unity	Capo 26
Division II		
Linda Newland	Predator	Hawkfarm
Jim Fair	Chesapeake	Merit 25
Paul Kamen	Twilight Zone	Merit 25
Ralph Morganstern	Geodesic II	Morgan 30/2
DeJoyce Alcorn	Full Tilt	Capri 25
Barry Bristol	Coaster	Crealock 37
Jerry Huffman	Pacific Childe	Cal 34
Mark Rudiger	Shadowfox	Carlson 29
Peter Cameron	Stray Cat	Freedom 25

Dan Newland (running), Peter Clutterbuck (running, cycling) and others. Graham Hawkes confesses that he "has to get around to that" and Paul Kamen's regimen of windsurfing and bicycling every afternoon "starts tomorrow" — no matter what day you ask.

Of course, the most important area of physical well being (for us, anyway) is having the right munchies aboard. And the menus on this year's TransPac are the most . . . um . . . interesting yet. A few samples: Beanie Weenies, spam and sardines (Hank Dekker); long-life milk and pre-cooked meals (Peter Cameron); Yurika, fresh fruit, fresh fish, snacks (Peter Clutterbuck); Undecided (Jim Fair); retorts pouch meals, potatoes, rice, eggs, canned spaghetti, chile, etc. (Ken Roper).

We weren't able to confirm this by press time, but we heard the subject of food resulted in a small tiff in the Newland household. Dan naturally assumed Linda, being the good wife, was going to prepare and freeze meals for his passage. Linda, in

so many words, told hubby that he must be hallucinating. But she's not off the hook. We heard a vicious and no doubt scandalous lie that she was passing out plastic bags to her fellow alumni at the school, requesting any freezable leftovers they might want to contribute to the cause.

Gear, preparation, qualifying, food, sail selection, electronics, course strategy — a lot goes into getting ready for a race like this; a lot more than most people think. "The only thing that blows me away is the amount of time and dollars it takes," says Mark Rudiger, voicing the same comment made by everyone. "The time and money is phenomenal."

So why do they do it? "Personal enlightenment," says one competitor who asked to remain anonymous, "and time to rethink goals." Dan and Linda Newland hope to use the race as a stepping stone to individual BOC challenges in 1988. More



Paul Kamen.

KAY RUDIGER

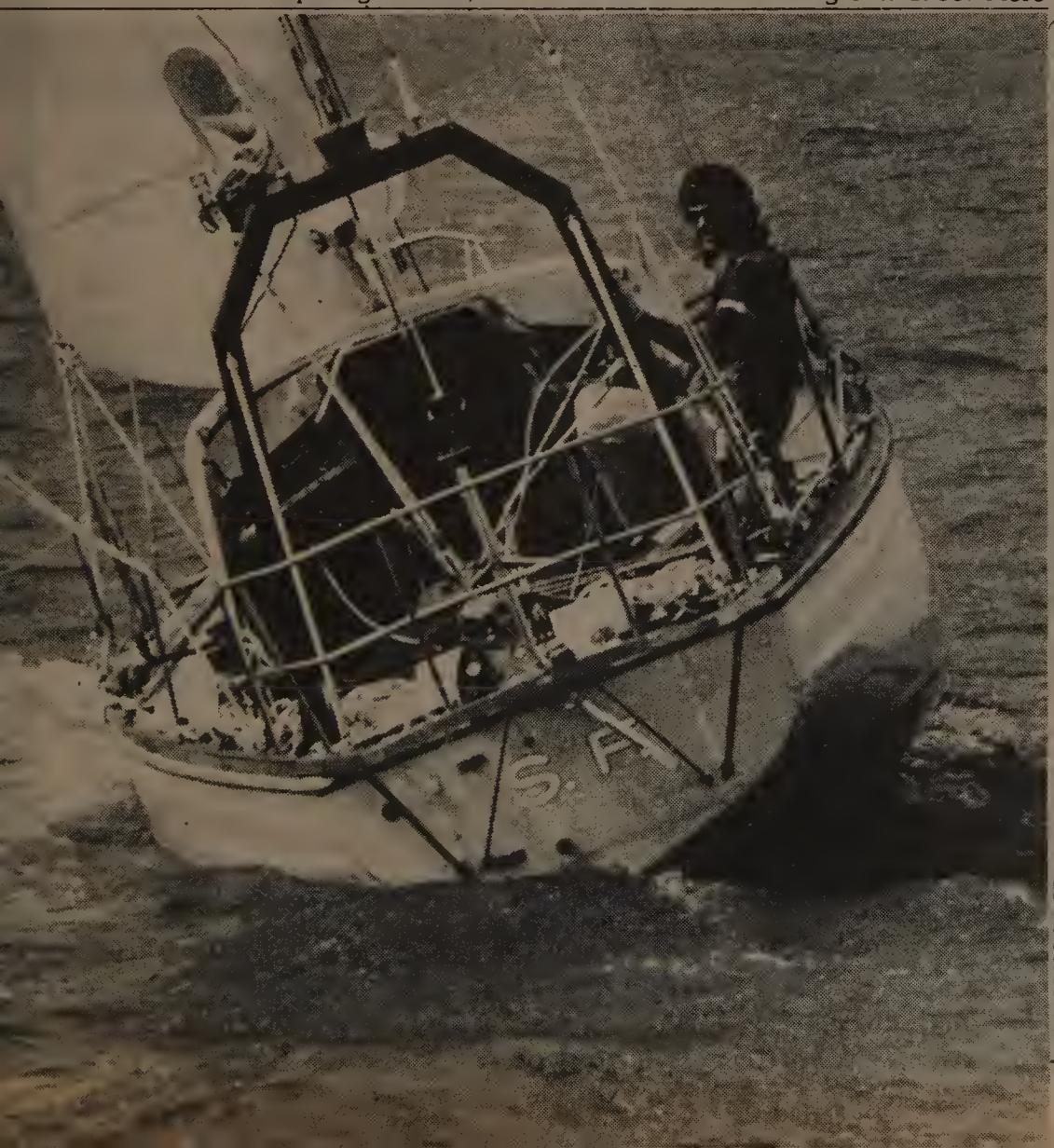
immediately, Linda cites "an uncontrollable urge to escape the classroom," and Dan doesn't want Linda "to have all the fun".

Jim Fair wants "to win without destroying myself and the boat." Ralph Morganstern "wants to see if I still like it after being stuck for three days on the qualifier." In reference to his big, heavy C&C 38, Peter Clutterbuck hopes "to scare the pudding out of some good drivers on PHRF." By arranging video cameras on boats, Peter also hopes to compile a documentary of the race. Peter Cameron says he's doing the race due to "lack of judgment," adding he'd like to finish "a little better than second."

For whatever interest they admit in doing the race, "the sacrifice is worth it 100 times over," says Dan Newland, echoing the sentiments of other race veterans. To those of us who will probably never sail any farther by ourselves than to the gas dock, the importance of camaraderie with other TransPac'ers; of coming to terms with the danger, hardship and beauty of piloting a small, fragile craft across an ocean; of discovering and appreciating things about your life and all life that you didn't know before — may seem foreign. But to these people, it is very real. Many say that the experience has changed their lives.

If this start is like the last three, there won't be very many boats out by the Golden Gate YC to see the singlehanders off at 8:30 a.m. on June 14. But we'll be there, and not just to take pictures. We've done a little singlehanding, so we have an inkling of what they've gone through to get ready. And we've done a few ocean races, so we have an idea of what they face once out the Gate. We'll be there to wish them fair winds and safe landfall. Everything else is just icing on the cake.

— latitude 38 — jr



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Race Starts June 14, 1986
8:30 A.M., Golden Gate Yacht Club

DeLoyce Alcorn	Full Tilt	Capri 25
Gary Barlow	--	--
Barry Bristol	Coaster	Crelock
Peter Cameron	Stray Cat	Freedom 25
Peter Clutterbuck	Alliance	CC 38
Hank Dekker	Outta Sight	Laser 28
James Fair	Chesapeake	Merit 25
Bud Fraze	Unity	Capo 26
Jeff Hartz	Fat	Marples 44' tri
Kathy Hawkins/ Ian Johnston	Bullfrog	Crowther
Graham Hawkes	Sunblock	40 Tri
Peter Hogg	Aquila	Olson 40
Jerry Huffman	Tainui	Newick 40
Paul Kamen	Pacific Childe	Cal 34
Ralph Morganstern	Twilight Zone	Merit 25
Linda Newland	Geodesic II	Morgan 30/2
Dan Newland	Predator	Hawkfarm 28
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Mark Rudiger	Harrier	Finn Flyer 31
Paul Steinert	Shadowfox	Carlson 29
	Tres Equis	Farr 10 ²⁰

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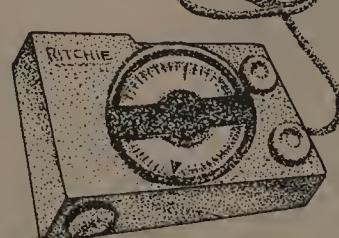
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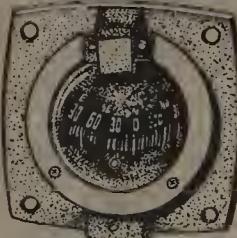
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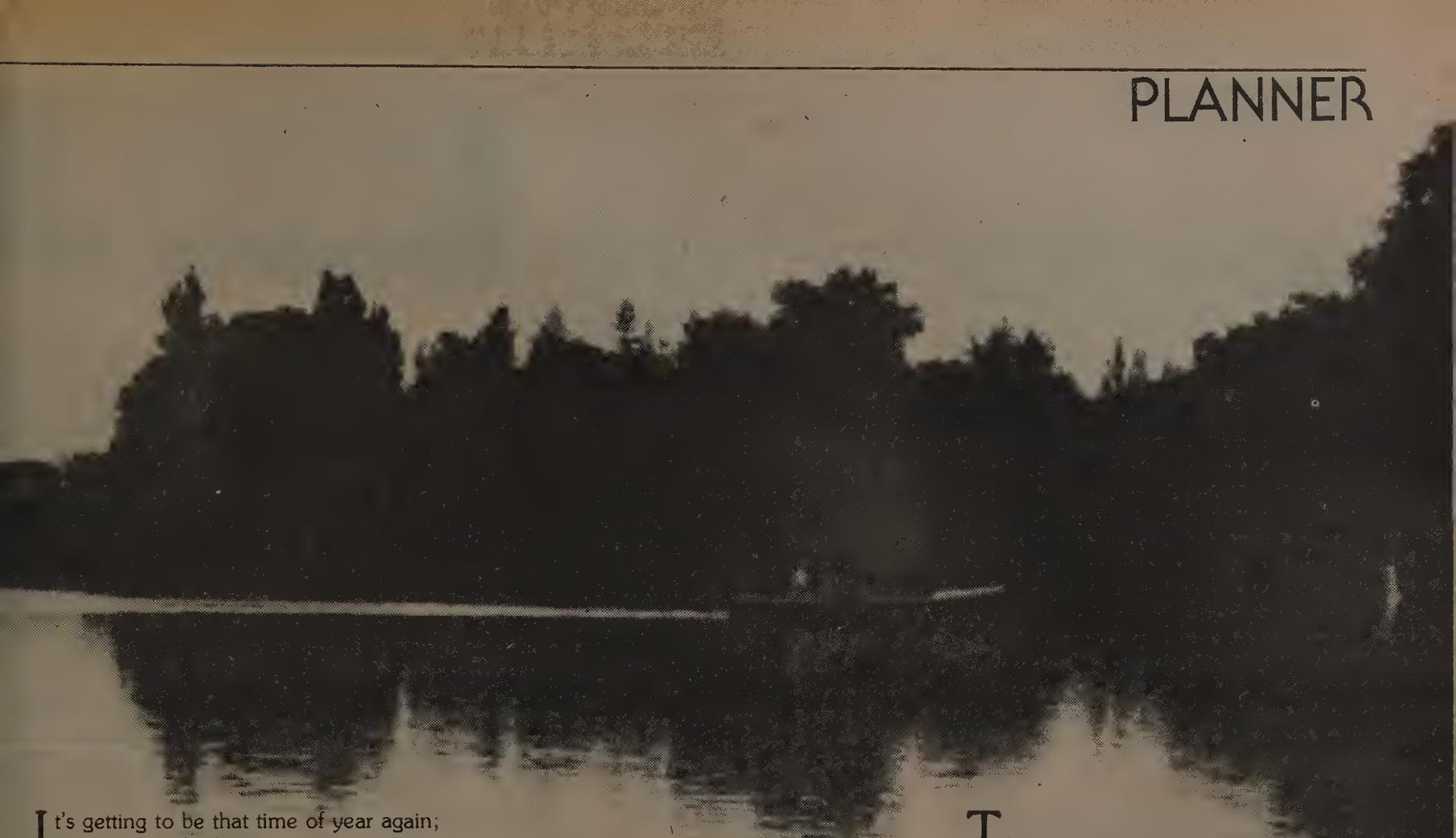
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DELTA



Windscoop

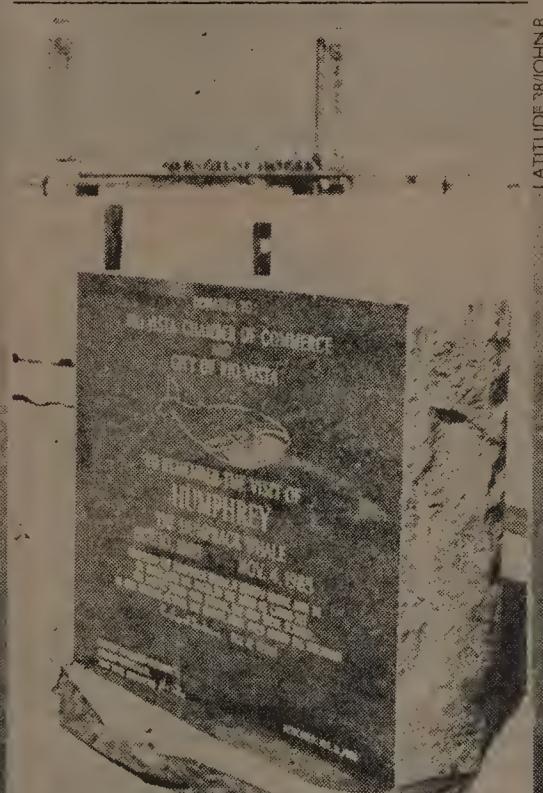


I t's getting to be that time of year again; time to start thinking about where to go for vacation. This year, Libya is definitely out, as is most of Europe unless you tell everyone you're Canadian. Yellowstone is crowded, a heck of a drive, and you know you'll never survive another summer day at the Magic Kingdom. So where do you go? For a really unique experience, we recommend the Delta — by sailboat, of course.

The Delta is one of those unique places that evolves, yet doesn't change. Even with the main river areas abuzz with speedboats and waterskiers on a heavy summer weekend, the pace of life in this 50-square-mile area north and east of San Pablo Bay never gets out of second gear. Even the wind has a different, more benevolent character to it. It's warm, often aromatic with the scents of wheatfields, barbeques and the occasional jasmine, and just strong enough in places to produce some terrific flat water sailing. In the evenings, if you listen hard enough, you might even imagine it still carries the whistle of an approaching steamboat. Now all but gone, the paddlewheelers were once as common on the rivers as 18-wheelers on I-5.

Sailors have always been at home on the Delta and, with some care, all but the deepest and tallest can traverse most of its 1,100 miles of waterways with little trouble. To prove that these rivers are little, we've got the first Delta story. It's geared

out new things every time we go, so even you old river rats may learn a trick or two.



Above, the Humphreystone in Rio Vista. Spread, tranquil Delta twilight.

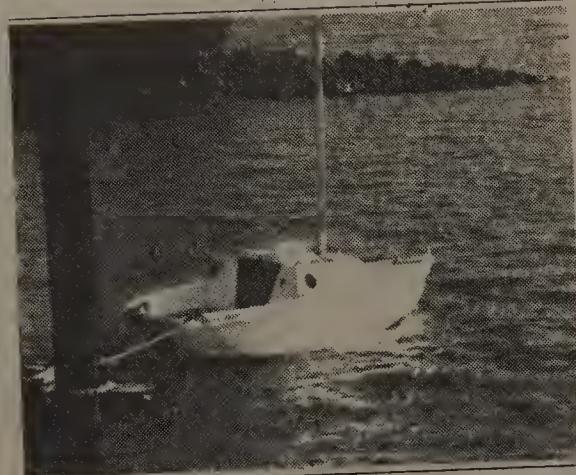
The first and biggest mistake people going to the Delta make is trying to too much into too little time. The Delta is Disneyland. You don't have to rush around wildly to see everything in one visit, and if you try you'll only frustrate yourself and your shipmates. Like we said, life hasn't changed much up Delta way. If you don't see everything this trip — and you won't, believe us — come up next year, and the year after that. It will all still be there.

Okay — time. It is possible to "do" the Delta in a weekend, but you're crazy if you try. If at all possible, plan to be up there nine days. That's a regular five-day week with a weekend tacked on either end. It gives you a Saturday to go up, seven days to enjoy, and a Sunday to come back. That's the ideal. The minimum? If you pick one destination, with minimal exploring and one nice meal out, you could possibly have a pretty good time over a three-day weekend. The beauty of spending a few weekdays there is that even during the summer it seems like there's hardly anybody else around. The soul-rejuvenating qualities of a quiet anchorage, a golden sunset, and the company of good friends beats anything you can get from Yoga, religion or controlled substances.

Distances are harder to call. What's fun to us is not necessarily fun for everyone else. Some people like to hit all the big marinas and spend their nights at 10 o'clock. So if

LATITUDE 38/JOHNR

DELTA



'Delta Dwarf'.

like to explore every nook along the way. Some go up, drop the anchor and stay in one spot the whole time. The Delta can accommodate any pace. A lot of first timers just go, without having any particular destinations in mind. That's how we did our first trip. If you need slightly more structure than that, pick an anchorage from our list of suggestions later in this article and go there. When "Delta Mode", characterized by the aforementioned feeling of relaxation, kicks in — anywhere from overnight to a couple days — you will know how to proceed.

One last suggestion on itineraries, and that's to consider halfway points. The Carquinez Bridge and surrounding towns all lay claim to being "The Gateway to the Delta", but to our minds, you don't get to Delta proper until you reach the fork of the Sacramento and San Joaquin Rivers. If you're coming from the South Bay, that's a far piece to cover in one day and get anchored before sunset. South Bay boaters might do well to spend the first evening on a mooring at Angel Island, for example, or drop the hook at China Camp. Main Bay boaters might check in at Vallejo or Benicia on the North Shore near the Carquinez Bridge; or Martinez, Pittsburg or Antioch farther down to starboard. All the latter group offer excellent facilities for transiting yachts (although Antioch is geared almost exclusively to power-boats), and a little flavor of what's to come.

Now, what to bring. Got a pencil ready? You're going to need a good sunblock and/or tanning lotion. The sun up Delta way is hot. If you have a windscoop or sun awning, bring those, too. When you provision, pack double the amount of juice, bubbly water, pop or other (nonalcoholic) beverages you would normally take — and top off your water tanks. You'll be amazed at how thirsty you will be after the sun bakes you for a day or two. (A sidenote — While



The singing balloon-a-gram boat makes a call.

it's true that the upper Delta water is fresh, we recommend you not drink it. As W.C. Fields said, "It's the stuff that rusts pipes." There is plenty of fresh water — as well as most all other goods and services — available all over the Delta.) Ice is nice, too, but be frugal. Although also widely available, it goes for premium prices. In certain areas, you may also need bug repellent, though the fewer lights you burn at night the less of a problem this should be. If you have bug screens, you can put them up and burn lights well into the night in comfort. Although from our experience, some sort of biological clock takes over once you cross Carquinez Strait. When it gets dark, you're ready for bed. When the sun comes up, you're awake.

Another mandatory item to have aboard is anything written by Hal Schell. *Dawdling on the Delta* is his classic and our favorite, but there's also a good book out called *Cruising and Houseboating the Delta*. For another \$2, his Delta Map is the best and cheapest tour guide going and an indispensable addendum to current charts of the area.

The final item is a red pen. Take this and go over your charts and mark all the non-opening bridges. Believe us, it will save you

a lot of frustration later.

Except for a few uncharted snags and sand bars left from last winter's flooding — the Delta is 98 percent back to normal in that respect, but there are a few left — bridges are the biggest obstacle sailors face. At last count, there were 11 zillion bridges on the Delta. Fortunately, all you need to open 99 percent of them is an air horn. It doesn't matter if it's the little canister type or the rupture-your-spleen-when-you-blow type, as long as it's loud enough for the bridge tender to hear. One long and one short toot will open anything openable during daylight hours. Be aware, though, that bridge tenders are nine to fivers just like you and me, and that all but the largest bridges are unmanned from about 5 p.m. (some operate until 10 p.m.) until nine or ten in the morning. If you get caught with your . . . uh . . . bridge down, unless you have a tabernacle or a heavy-duty hacksaw, you'll just have to wait for morning to pass through. If it's any consolation, bridge times are posted (and noted in the Schell guides), so you can plan from them.

Fixed bridges are of course another mat-

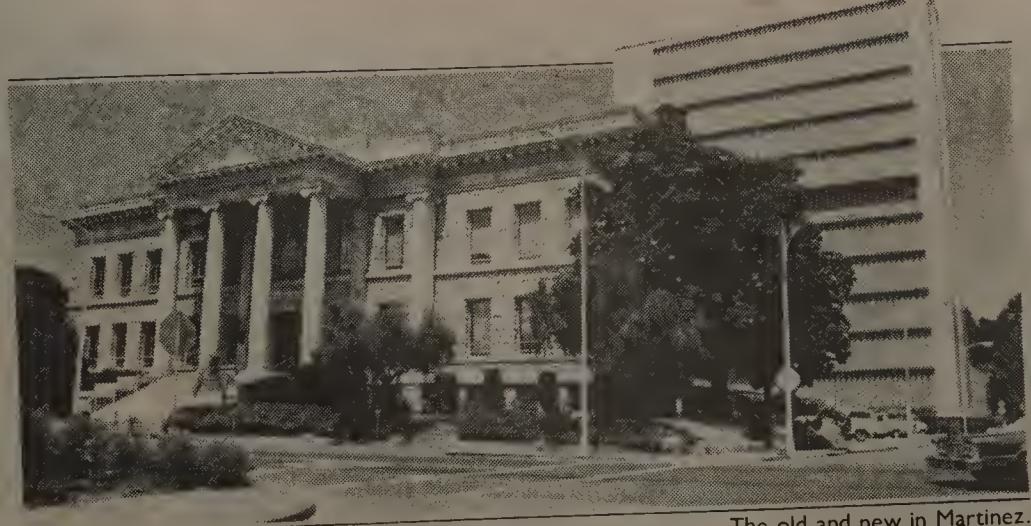


Dry sailing in Benicia.

ter. We learned the red-pen trick the hard way — several times. How do you find them on the charts? Nonopening bridges are noted as "fixed" bridges, followed by the height in feet of the bridge off the water at mean low water (yes, the Delta does have small tides). Opening bridges are marked "Swing Bridge", "Lift bridge" or the like. If you do miss marking a fixed bridge and find yourself staring down the waterway you want to go — so near and yet so far — don't feel too bad: you've just passed half of the Delta initiation rights.

The other half is grounding. Everybody goes aground at least once a season on the

It's a wonderful downwind run to the Delta. Coming home is not always so nice.



The old and new in Martinez.

Delta, even the old river rats. Most of the time, it doesn't hurt you or the boat, but again, it can be embarrassing. Especially if you hit somewhere like Middle Ground on the way up through Suisun Bay. This situation will render your boat high and dry for a number of hours and everybody in the world that passes will see you and chuckle. "Another tourist," they will say. There are several things you can do if you find yourself in this situation. You can walk around the boat with a scrub brush in hand, making people think you are a rugged individualist who purposely careened his boat to clean the bottom. You can simply try to ignore the heel of the boat, relax with a beer and book in the cockpit and wave at passersby as though nothing is wrong. Or you can do

what we do: Blame your navigator, go below and wait for the problem to go away. Of course, prevention is the better part of valor (or something like that). If you watch your charts, you'll avoid the problem in the first place.

Although people have been telling us where to go for years, it's impossible for us to name the "best" places for Delta-bound folks to go. For one thing, it would take about the whole magazine, and for another, we

TIM STAPLETON



DELTA



Above, In Delta mode at the Meadows. Foster's Bighorn.

haven't been everywhere. We did manage to get a half dozen suggestions from Hal Schell on some of the more popular anchorages for sailboats. They are:

Potato Slough (right off the San Joaquin northeast of Frank's Tract) — The nice thing about Potato is that you can come right off the deep water channel into it. The cove is well protected and within dinghy distance of Moore's Steamboat Restaurant.

Mandeville Tip (also just off the San Joaquin east of Mandeville Island) — Mandeville tip used to be a park and many of the grounds are still well kept. It is also well protected and near to the main channel.

The Meadows and Lost Slough (above Locke/Walnut Grove, reachable only via Mokelumne River) — This area is slightly more remote from the rest of the world, at least in terms of "off the main drag". It used to be an area most popular with power-boaters, one of the reasons being that a fixed bridge on the Sacramento at Walnut Grove prevents sailboats from taking the quickest route in. In recent years, more and more sailboat masts can be spotted rising above the reeds in this area, which is actually a small labyrinth of small sloughs with many places to anchor.

Five Fingers (on middle River just north of Connection Slough) — Five Fingers has a couple of things going for it — or them, as it were. Number one, it's not easy to find so many boaters just pass it on by. Number two, it is an excellent destination for a group, such as a fleet cruise. As the name implies, there are five finger-shaped cuts, each wide and deep enough to accommodate up to 25 boats. If your fleet gets there early, you can almost have a finger to yourself.

Disappointment Slough (off the San Joa-

quin — and sometimes mistaken for it, hence the name — just east of Medford Island) — Despite its name, Disappointment is one of the more delightful places to explore. Its three or four mile length is clogged with interesting islands, tule berms (clumps of grass) and places to anchor.

Hal's parting comment on the subject of anchorages is also well worth noting: "The real fun up here is not going to places everyone else goes." That certainly needs no further explanation.

In incidentally, when it comes to anchoring, they do things a little differently in the Delta. Most of the time, boats ride on a stern anchor with a bowline strung to a tree ashore. This can be accomplished several ways, the easiest (at least to us) of which is to drop the stern hook, coast slowly toward shore until the boat goes lightly aground (the key words here are "slowly" and "lightly"), then simply hop off — in old shoes, they'll get muddy — and walk your bowline in. Then, with the stern rode around a winch, simply winch yourself out to where you want to be. If you'd rather not ground, you can also swim or dinghy a line in; it's up to you. Be sure it's a long line, though, so you can "double end" it; that is, secure one end to a bow cleat, pass the line around your tree branch and secure the other end to the other bow cleat. That way, when it's time to go, you need only cast off one end from the bow rather than swim/dinghy/slog ashore to untie it.

As far as more developed accommodations, there are many, many, many to choose from all around the Delta. Most are more geared to power and houseboats for slipping purposes, but you can almost always find a dock to tie a sailboat to if you'd like.

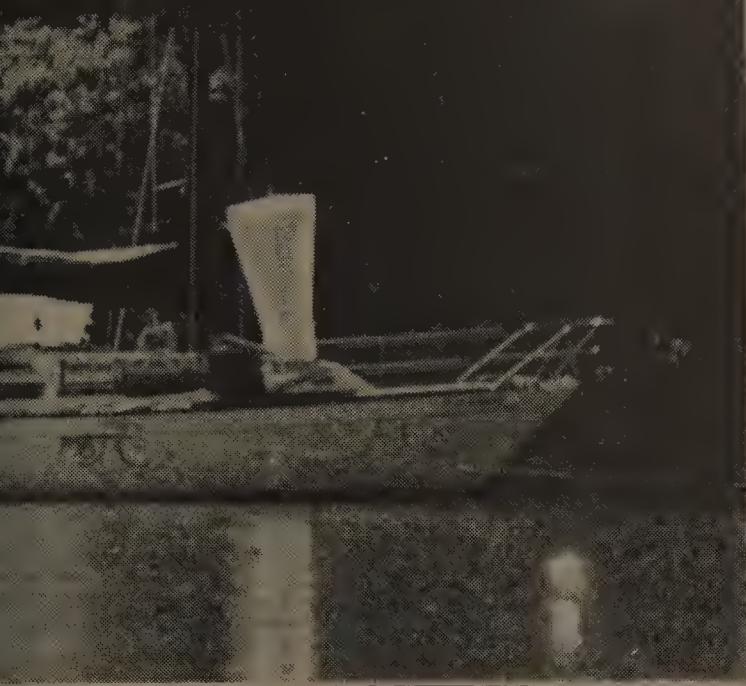


The Joy Mobile.

Overnight fees are minimal (and often include shower facilities), grocery and marine supplies usually close by, and restaurants within walking distance.

Speaking of restaurants, we've never seen as large a cross section of excellent eateries as can be found up Delta way. Again, this is a hard place to make a recommendation, as we've not eaten at all of them, and many change hands from season to season. (It's difficult to make a go of a business where you make 75 percent of your annual profits in the three months of summer.) Even Hal was hesitant to play favorites here. So we'll just have to wing this one on our own. On the sole basis that we ate there, liked it and found it interesting to boot, here are a few of the places we've liked over the years for lunch or dinner.

Al's Place (Locke) — Known to visitors and locals alike as "Al the Wop's", Al's is probably the only reason that Locke is still on the map. Founded by ex rum-runner Al



TIM STAPLETON



LATITUDE 38/JOHN R

Above, boardsailing on the Sacramento. Left, don't try to plan too much in the time you have.



Adami in the 30s, Al's has long been famous for its one entree — thick steak, served with cheese toast, onto which locals gob peanut butter and/or marmalade. If you are what you eat, some pretty strange people come out of Al's. This is also the place with the dollar bills stuck to the ceiling. It will cost you one to see how they get there.

Foster's Bighorn (Rio Vista) — Also established in the '30s, Fosters is one of the only places in the world except church where everybody looks up all the time. The reason is that the owner, big game hunter Bill Foster, festooned the walls place with the trophy heads of more than 300 wild birds, animals and fish from every part of the world. Included are two mounted giraffes, a world record moose with a 6-ft antler spread and an African elephant that sticks out 13 feet from the wall. The place may sound gruesome, but it's worth a look and the food is great. It's a 20-minute walk from the yacht harbor.

Guisti's (Walnut Grove) — Great Italian food and a wonderful atmosphere.

Moore's Steamboat (On Webb Tract on the San Joaquin) — An actual steamboat converted to a restaurant, Moore's is famous for its crawdad dinners and collection of women's panties hanging from the rafters. There are docks aplenty out front for visiting boaters.

The Point Restaurant (Rio Vista) — Right at the Delta Marina Yacht Harbor. Superb lunches and dinners with a view of the Sacramento River.

As you will see once you get up there, the modes of travel on the Delta are really diverse. Everything from ocean-going freighters to car ferries to power yachts to speedboats, houseboats, canoes, fishing skiffs and of course sailboats ply its waters. Boardsailing is becoming particularly popular, and there were several new rental

places up on the Sacramento the last time we were there. If you want to learn to boardsail in Northern California, there are few better places to do it than in the warm, flat waters of the Delta.

Except for a 10 to 15-mile stretch of the Sacramento, though, don't count on getting around solely under wind power. We've rarely been there a day in the summer when the wind doesn't blow, but the islands, treelines and buildings along the way can set up some strange wind eddies. It might be blowing pretty good from one direction, then you round a bend, the wind dies, and then takes up again from a completely different direction. And there isn't much room to tack in some of the smaller sloughs. Also, what wind there is often shuts down with the sun. Fortunately, both gasoline and diesel for your "iron wind" are plentiful at marinas along the way.

Well, that should get you well underway. We've purposely left out "must see" places because, as Hal Schell points out in *Dawdling on the Delta*, there really aren't any. To our citified eyes, the whole thing is a treat. To a seasoned riverman like Schell, "The geography is a very small part of things on the Delta. Getting up there and meeting people is what is most interesting." In closing, we'd like to once again quote from *Dawdling*. "The towns of the Delta are few and most of them are not very large. They lend character to the territory and are all worth visiting. There are no must see sights. Each person in his own time finds his own Delta. Even if you tried, you would never be able to see it all. It is best to enjoy what you see — and at your leisure. Happy cruising."

— latitude 38 — jr
(with special thanks to Hal Schell)

MASTER MARINERS

If God had meant for the Master Mariners Regatta to be easy, he wouldn't have created flood tides. Despite wind that hovered around the 20-knot mark through the day — ideal conditions for the pre-war woodies — ferocious tides made mark roundings difficult for many of the boats.

In typical make-do fashion, however, the Master Mariners dealt with the problem — the small boats by sailing way high of laylines and using countercurrents close to land; the big schooners by having plenty of potatoes on board. Because of their limited maneuverability, if they couldn't lay a mark,

they were allowed to throw potatoes at it. If any hit, that counted as a mark rounding. (We've heard USYRU is considering making this an allowable rule in all sanctioned racing.)

Of course, you had to find the marks before you could round them. But if God had meant that to be easy, he wouldn't have created fog. A thick, cold band of it streamed steadily through the Gate with the wind, making it a bit of a scramble to get your bear-

ings before you entered on one side, and another scramble to figure out where you were when you burst out the other. It also gave spectators the feeling of living out a real-life Twilight Zone. Sailing into the fog was just like sailing into the past. As you neared one side or the other, the tall, proud vessels of another era would materialize from the fog, and when you broke out of it, they were all over the place. More than 100 classic yachts in 10 divisions — including the



00-plus ft. Topsail schooners *Californian* and *Jacqueline* — took part.

Adding a somber note to otherwise one of the most festive sailing events on the Bay this year was the loss the week before of the *Side of Baltimore* and several of her crew. The 1986 Master Mariners Regatta was dedicated to the memory of that ship and those missing.

As much a tradition as the Master Mariners Regatta itself — which dates back to 1867;

only the America's Cup competition is older — is the legendary party that follows. It is a celebration like no other, and except for the t-shirts and Topsiders, it, too, is much like stepping back through time. The spirits seem to flow freer, the tales seem taller, the singing raunchier, the participants saltier. With the backdrop of classic schooners, yawls, The Master Mariners Race, more than just competition. A schooner soul-sails into the timeless mist of the Bay.

ketches, sloops and cutters rafted outside, you come in feeling like bursting out with a ringing chorus of "Yo ho ho and a Bottle of Rum," and leave wanting to buy anything made of wood as soon as possible. This celebrating wears on well into the night, and some say it gets better with each passing hour. If God had meant Master Mariners to be wallflowers, he wouldn't have created beer.

But that's enough ink. You have to see the Master Mariners to really appreciate it, so we'll let the photos tell the rest of the story.

— latitude 38



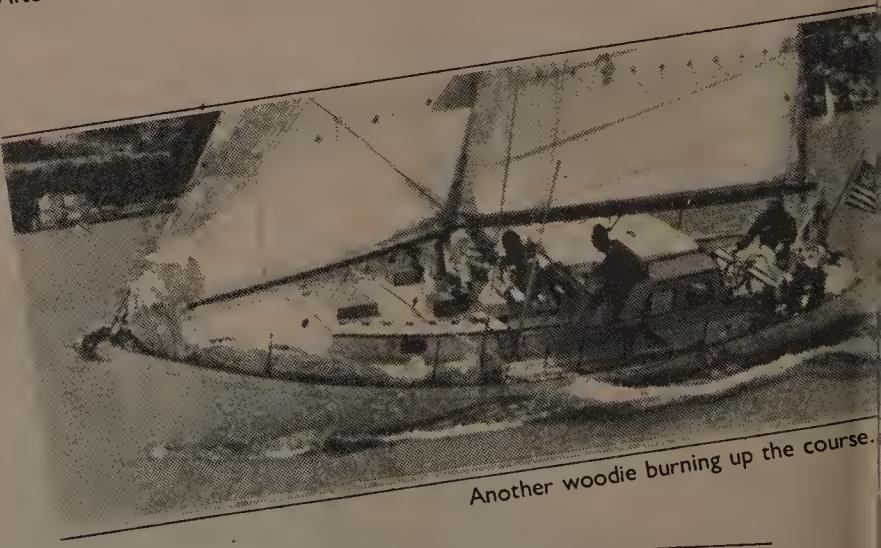
MASTER MARINERS



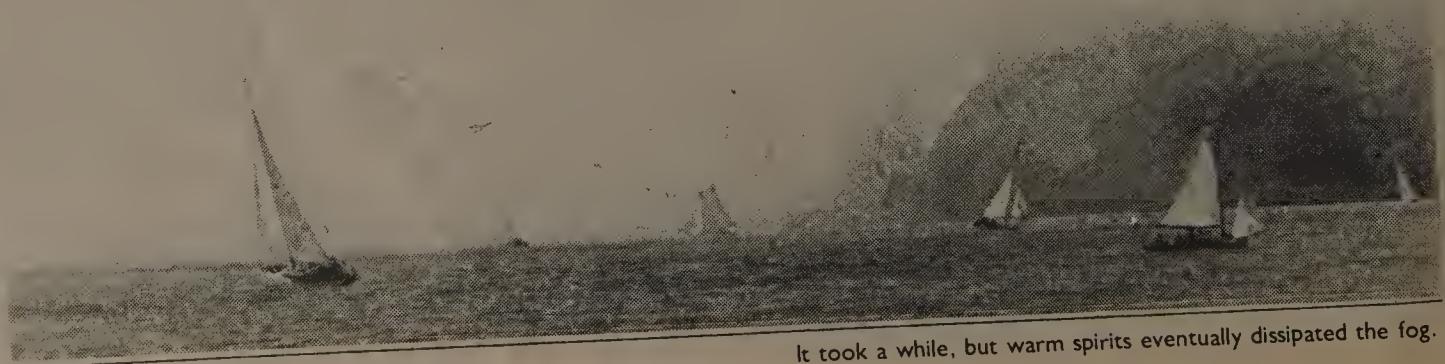
On Master Mariners' Day every wood boat owner is a hero.



After the Blossom buoy, some hung on with spinnakers for dear life.

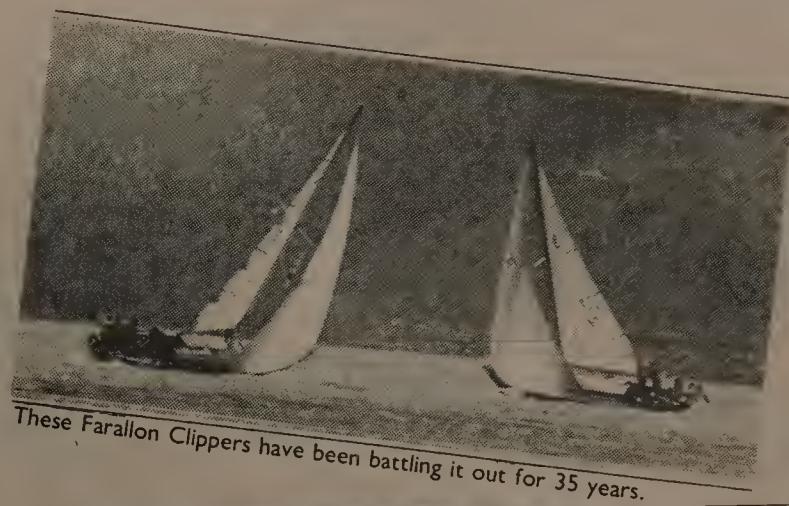


Another woodie burning up the course.



It took a while, but warm spirits eventually dissipated the fog.

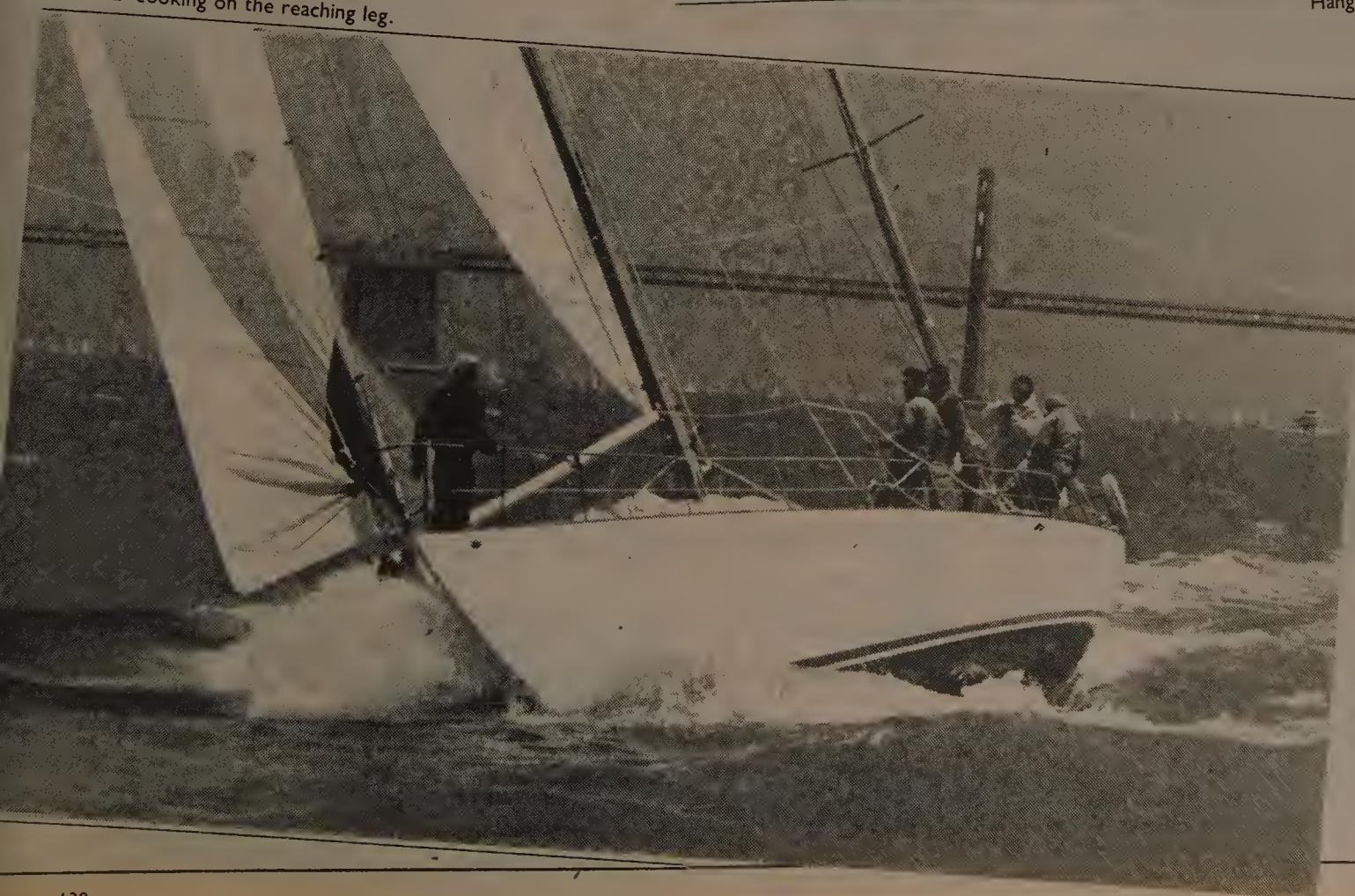
GALLERY



These Farallon Clippers have been battling it out for 35 years.

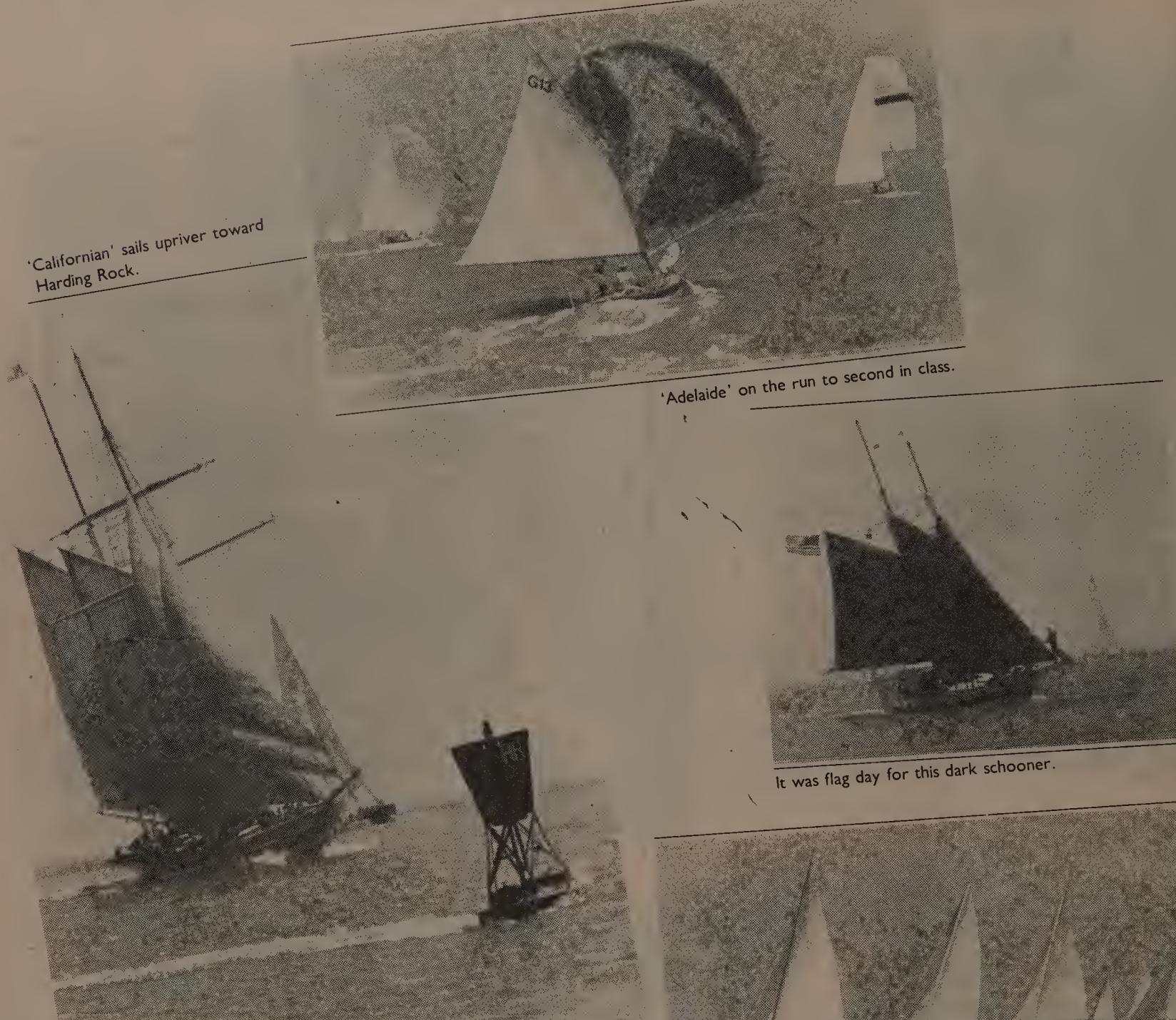


Hang on, Paddy.



'Santana' cooking on the reaching leg.

MASTER MARINERS



MASTER MARINERS 1986 RESULTS

Big Schooners — 1) *Californian*, Nautical Heritage Society; 2) *Jacqueline*, Pinnacle Enterprises.

Gaff I — 1) *Nightwatcher*, Bill and Shirley Rickman; 2) *Yankee*, Dick Ford; 3) *Brigadoon*, Terry and Pattie Klaus.

Gaff II — 1) *Freda*, Jerry and Dian Brendan; 2) *Orn*, Lance Schoenberger; 3) *Blackwatch*, Craig Swayne.

Gaff III — 1) *Moku Kia Kai*, Bud Shipley; 2) *Adalaide*, Rick Cogswell; 3) *Paddy West*, Mike and Sue Proudfoot.

Marconi I — 1) *Volante*; Al Blair; 2) *Bolero*, Tim Murison; 3) *Java Head*, George Lino.

Marconi II — 1) *Lahlia*, Ed Halley; 2) *High Trim*, Gail and Tudi Lundin; 3) *Genii*, Harlan Pratt.

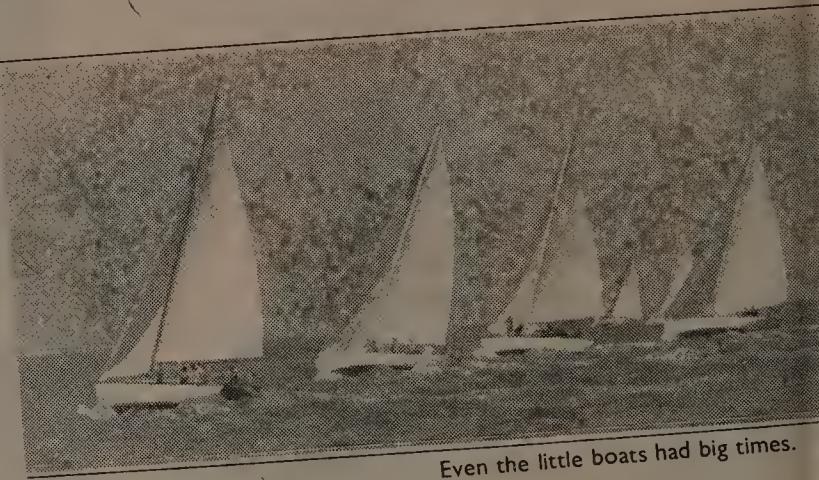
Marconi III — 1) *Mickey*, Frank Court; 2) *Aila*, Jacques de Kervor; 3) *Little Packet*, Dick Wrenn.

Marconi IV — 1) *Sundowner*, Louis Nickles; 2) *Goga*, Ed and Linda Witt; 3) *Svenska Flicka*, Jon Flicka.

Ocean I — 1) *Athene*, Chris Schroll; 2) *Santana*; Tom and Ted Eden; 3) *Odyssey*, Audrey Burnand/Cecil Rossi.

Ocean II — 1) *Mistress II*, Dan Drath; 2) *Pajara*, Nell Moore; 3) *Araminta*; Gary and Donna Davis.

Baruna Trophy (fastest ocean) — *Odyssey*. **Billiken Trophy** (fastest Gaff) — *Yankee*. **Deadeye Trophy** (fastest Marconi) — *Volante*. **Lyle Galloway Trophy** (fastest under 30-ft) — *Manvia*, Peter Van Bemmel, Marconi IV. **Farallon Clipper Trophy** — *Mistress II*.



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TEN TIPS FOR NEW BOAT OWNERS

About 15 years ago, most sailors were the sons of sailors, having started out in their father's boat when they were kids. They didn't acquire their sailing knowledge through trial and error as much as by osmosis. We didn't start that way, and if you just bought a boat at the boat show, chances are that you didn't either.

Most of what little we know about sailing

Reefs in San Francisco Bay make for good sailing

was learned at the school of hard knocks. We're not kidding when we say we've made all the mistakes. We've hit other boats, rammed docks, run aground, got lost, fallen overboard — the whole litany.

There's absolutely no point in you new boat owners having to bungle your way along as we did, which is why we're offering you the following list of *Ten Tips for New Boat Owners*. If you absorb even half of these, you'll be further ahead of the game than we've ever been.

Tip One: Don't christen your new boat with a real bottle of champagne. The reason is simple; those bottles are hard as Hades to break! Mayor Feinstein needed a second whack to break the bottle over the bow of USA. And Marin Supervisor Bob Stockwell took three swings before he was able to spill the bubbly over the bow of *Rescue One*, the Marin Sheriff Department's new boat.

If you insist on using a bottle of Dom Perignon, buy a bottle cutter from a crafts store and score the bottle first. This will make the bottle break easier. Then wrap the bottle with red, white and blue ribbon, and fine netting. The ribbon is for flair, the netting is so you don't have to interrupt the festivities to take someone to the hospital for the removal of glass shards.

Some chandleries sell special christening bottles. Buy one.

Tip Two: Get some professional help — even if you're sane. When you buy a new or used boat, include a day or two of sailing lessons in the deal. If you're buying from a private party, hire someone like Commodore Tompkins to spend a day with you on your boat.

Many first time boat-owners — ourselves included — don't do this. Consequently the first sail is usually a mob cruise with every

friend you ever wanted to impress packed onboard. But because it's a case of the ignorant directing the incompetent, such maiden voyages usually result in frustration and chaos: You're not sure which direction to turn the tiller when backing out of the slip, you've no idea where the genoa sheets should be led, you're anxious about the wind coming up because you don't know how to shorten sail — such things aren't conducive to the pleasure you've been anticipating.

But if you spend a day or two with a good professional, you can hit the Bay with confidence. You'll continue learning more about sailing for the rest of your life, but a day or two of good instruction will enable you to handle a day on the Bay.

Tip Three: Reefs in the South Pacific are dangerous; reefs in San Francisco Bay make for better sailing.

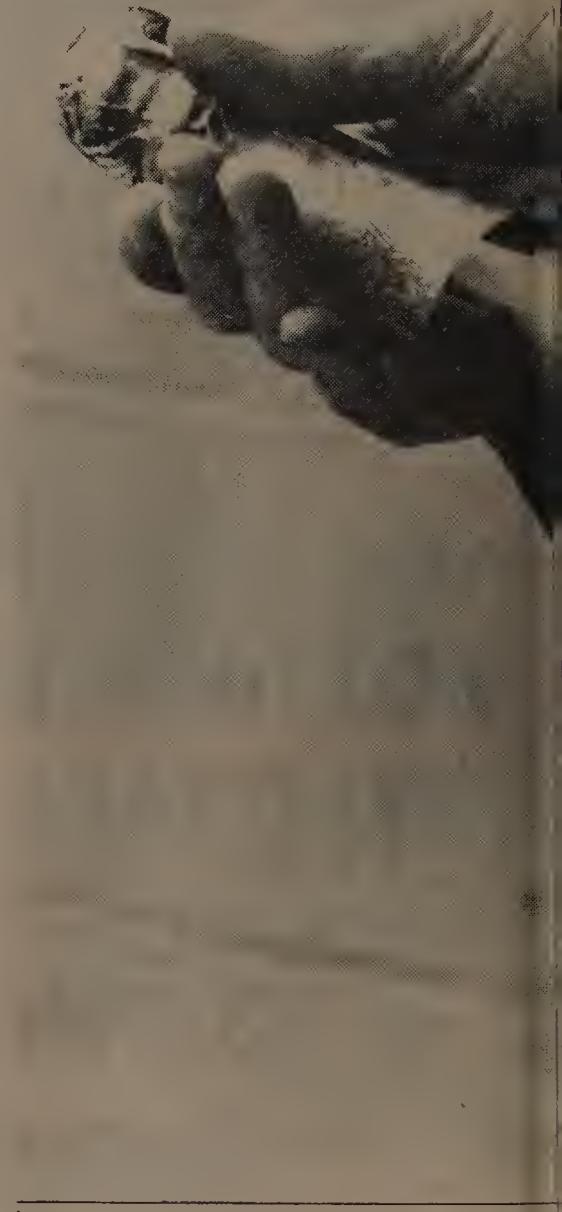
When a buddy of ours and we first started sailing our sisterships on the Bay, we always carried 150 percent gennies and full mains. And why not? Our boats would heel over like crazy, the girls would scream, and there was enough noise, foam, commotion and excitement for everyone. We were so fast, so macho, so cool! At least we thought we were. About three years later we realized we'd just been slow, stupid, and uncomfortable.

As you already know, the wind blows hard on San Francisco Bay every afternoon from May to September. A lot of wind means you don't need much sail. A reefed main and a 95 percent jib is just fine for most boats on San Francisco Bay afternoons. If you're heeled over more than 15 degrees, you need even less sail.

There are lots of good things that come with not being overpowered. 1. Small sails cost less and are easier to tack. 2. You go faster and have less weather helm. 3. The boat with the proper amount of sail is comfortable to be on, so women crewmembers will want to come back the following week instead of going shopping.

You'll still see lots of folks sail the Bay with their boats on their ear. You may be a novice, but you can be content in the knowledge at least one respect you're wiser than they.

Tip Four: Sail trim takes a long time to



learn.

When you're out sailing, copy what other fast boats around you are doing. When you're at home, read a few books on sail trim.

As a general rule, beginning sailors try to trim sails in too tight, thus the expression: "When in doubt let it out". The exception to this rule is when you're going to weather and it's blowing hard. In such conditions only the better racers get the jib in all the way.

Tip Five: All sailors love the feel of a smooth bottom.

The easiest way to turn your nimble and quick sailboat into a lumbering barge is by letting the bottom get dirty. A thin layer of slime on the bottom will cut your boat speed by a knot. If you've got an inch of crud grow-

TEN TIPS FOR NEW BOAT OWNERS



LATITUDE 38/SARAH

ng on the bottom, you'll lose 50 percent of your boatspeed, have terrible weather helm, and will go crazy trying to figure out what's wrong' with your brand new sails.

We strongly urge that you have a good bottom put on your boat and then have a diver scrub it every month or six weeks. If you're new to sailing you may not think it's necessary; it is.

Tip Six: Go with the flow.

Tides and currents on the Bay commonly flow at three, four and even five knots. If your knotmeter reads four knots while you're trying to sail out the Gate against a four knot flood, you'll go nowhere. Literally. But if you were to turn and go the other way, your

You'd be better off drinking this bottle than trying to break it on your bow.

knotmeter would still be reading four knots but you'd be making eight knots over the bottom. That's getting somewhere! It's speed over the bottom that counts, not what your knotmeter says.

(Warning: Don't overdo going with the flow if you're headed out the Gate. Five knots of boatspeed and a four knot ebb will have you at the Lightbucket in an hour and a half. At that point you'll either have to wait for the flood or sail against the flow — both of which could take forever).

Tip Seven: Learn to distinguish an ebb from a flood.

On the Bay it's pretty easy, even without a tide book. Because the wind always blows from the west on summer afternoons, ebbing water goes against the wind and is very choppy. Flooding water, because it goes with the wind, is smooth.

Once you distinguish floods from ebbs, you'll learn how to get the currents to work for you. And does it ever make a difference! If you have identical boats starting from Point Bonita and sailing on an ebb into the Gate, the one that plays the countercurrent near shore will normally beat the boat that stays in the middle by two, three or four hours!

Tip Eight: Don't sweat the summer fog in the Bay.

There have only been four or five times when it was so foggy we couldn't see one shore or the other. Most of these times were in the winter and were avoidable. Summer fog is usually fairly high and you can see under it for hundreds of yards.

Do sweat the summer fog outside the Gate. You want to take some navigation classes before you expose yourself to getting out there.

Tip Nine: Dress warm.

Mark Twain said the coldest winter he ever spent was a summer in San Francisco. And he didn't even go out on the Bay! You need foul weather gear and boots as much as you need sails. And so does your wife or girlfriend. When you get cold you don't feel like doing the things that need to be done to keep your boat sailing correctly, your judgement goes downhill, and worst of all, you have a crummy time. Proper clothing makes all the difference in the world.

There are warm places to sail on the Bay, almost in the lee of something big. The lee of Angel Island is usually toasty, as is Raccoon Strait. It's usually warm around the Bay Bridge and sometimes in the lee of the Tiburon shore. The downwind runs back home to Richmond, Berkeley and in the Oakland Estuary are usually very pleasant.

Tip Ten: Watch out for ships and racers.

Ships can't maneuver in tight quarters and you're required by law to stay the heck out of their way.

Racing is a form of temporary insanity. Just as when you meet a crazy on a downtown street, give them plenty of room and usually you'll come out of it alive.

Special Bonus Tip: For obvious reasons, be careful not to let the boom hit you on the head.

— latitude 38

In the mid-70s, I did my first race on San Francisco Bay. It was a women's race sponsored by the Sausalito Cruising Club, if I remember correctly, and held around Valentine's Day. Not surprisingly, it was called something like the "Sweetheart" or



LATITUDE 38/SARAH

Chris Peterson — 'When I started to sail, women on boats were a real novelty.'

"Powderpuff" Regatta.

I hustled up two friends, basically non-sailors, and set out on a typical Knox course in my heavy 26-ft Pearson Commander, Orion. This was not a serious racing boat, so as we rounded Yellow Bluff my crew poled out the small jib with a long handled scrub brush. The ebb tide was strong that day and the wind was light, so as the rest of the fleet inched their way towards Harding Rock, we drifted backwards — out the Gate.

Two things about that race stand out in my mind: 1) I didn't want to end up at the Farallones, so I turned on the outboard; and 2) the winner was Carol Leonard, who is now assistant harbormaster at Coyote Point Marina. When she picked up her trophy, she commented that the name of the regatta should be changed. The crowd at the club cheered in agreement.

Now, ten years later, the term

**"I volunteered to do the foredeck.
Ignorance is bliss I guess . . ."**

"sweetheart" or "powderpuff", as it refers to women's racing, has gone the way of the beehive hairdo. Sailors of the female persuasion aren't shoved into specialty races a few times a year anymore. They crew on and

skipper just about all shapes and sizes of boats, from dinghies to IOR racing machines, in every type of race.

"There's a world of difference now," said Alamedan Chris Peterson, who does foredeck on the Merit 25 *Half Fast* on both Bay and ocean. "When I started to sail, about nine years ago, women on boats were a real novelty. Now, most boats have at least one."

Like many women sailors, Chris, who teaches at San Francisco State, learned to sail as an adult. Almost immediately she started racing.

"I volunteered to do the foredeck. Ignorance is bliss I guess. There was no fear, no hesitation, I never thought a thing about it and we were doing dip pole jibes, not end for end." The teacher at San Francisco State has come a long way since then. She now runs the Silver Eagle race for Island YC.

In the past few years, she has sailed almost exclusively with Ron Landmann on *Half Fast*.

"Ron and I have become very good at communicating without talking. I know what he's thinking and he knows what I'm thinking, so on board things become very automatic," she said.

One of Chris' favorite races is the MORA San Diego race, which she has done three times on the Merit 25.

"I love the San Diego race on a small boat. Our crew of four or five have raced together before. We know each other's habits; each other's strengths and weaknesses. The first day and night is an unbelievable downhill drive. We're out there from three to five days. That's not enough time to hate anyone," laughed Chris.

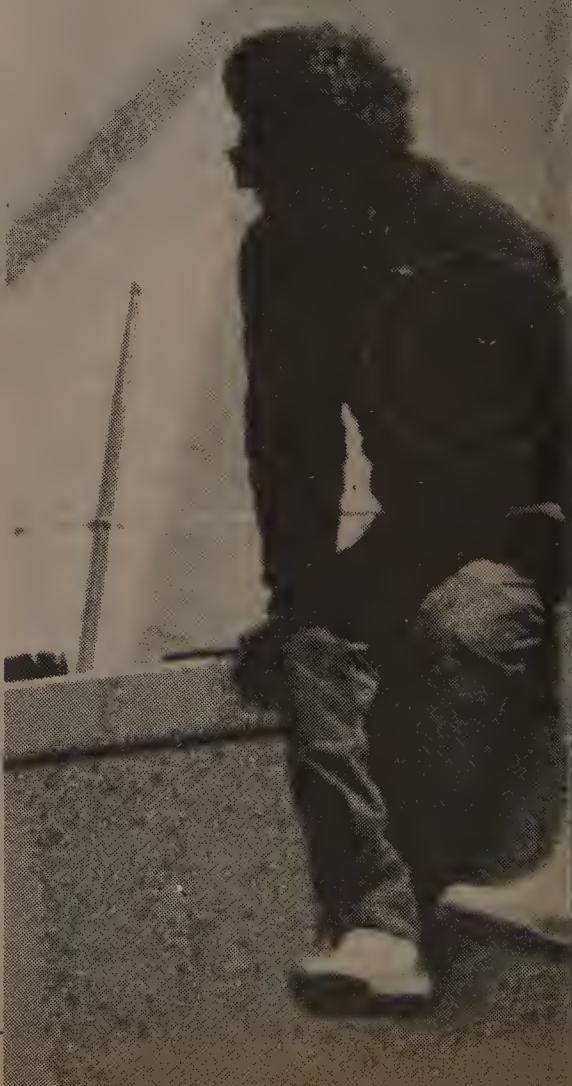
A few months ago Chris, along with approximately 150 other women, raced in the Womens Racing Association 1986 Winter Series. Just three years old, WRA has seen the number of boats crossing their starting

Winner of the 1986 winter series was Vickie Sodaro on her J/24, *Hot Spunk*. A graduate of the Newport Harbor YC junior program, Vickie feels that starting to sail at age 10, like she did, gives her a real advantage.

"My mom was a divorcee and she needed a place to stick me — I was kind of old for a babysitter. I started out in Sabots, and that first year I hated it. Then I won my first trophy and I thought, 'I can do something as good as the boys'. I was small but I could compete on a level that took brains, not brawn," says the Tiburon sailor.

That taste of victory kept Vickie going. At age 15 she started crewing in the Adams Cup, the women's national competition that is sponsored by USYRU. She went to the finals in 1973 and started skippering in 1980. This summer she will continue her Adams Cup campaign which will be sailed in J/24s.

The Adams Cup has had more of an influence on Vickie's life than you might ima-



line double since its inception. For the first winter series, 14 boats were registered. Recently 30 boats participated in a five race, four division series that ended with a sail off for a perpetual trophy.



LATITUDE 38 JOHN R

Vickie Sodaro; winner of the winter series and veteran of two Cabo races and a TransPac.

gine. In 1980, she was looking for a J/24 to practice on for the following year's race. The fellow she had been dating introduced her to a friend of his who had a J. That friend turned out to be Robin Sodaro, who Vickie later married. They moved to the Bay Area three years later to run Hood Sails in Sausalito.

Always interested in women's competition, Vickie went to the Womens Worlds at Newport, Rhode Island last year with another Bay Area sailor, Linda Lockwood.

"Airfare was cheap and we had a boat there. But the crew hadn't really sailed together," says Vickie who competed in the international regatta while she was seven months pregnant with her daughter, Christine. "You have to go back with a real solid group that have done their jobs over and over. We didn't do so great but, like my first Adams Cup, I learned a lot."

Besides local, national and international

womens' regattas, Vickie has a substantial amount of long distance racing under her belt, including two Cabo San Lucas races on



LATITUDE 38 SARAH

Above, Gene Harris. Below, a nice sight you didn't see too often ten years ago; a woman riding the rail.

a Nelson-Marek 41 and a Transpac on a Santa Cruz 50.

"On one of my first distance races, Robin and I were on Free Enterprise, the Nelson/Marek 41. I had been steering all day and the wind had picked up at night. Any time you change drivers, a person comes up behind you, watches how you are steering, puts their hand on the wheel or tiller, then says, 'Okay, I've got it'. Then the driver slides out.

"Well, it was my time to drive. I came up behind Robin, and said, 'Okay, I've got it'. I was blowing a good 20 or 25 knots and we were surfing with the spinnaker up. He said, 'You're not going to drive are you? I looked at him and said, 'What am I on the boat for — to cook?' After that he didn't have any qualms about me steering," says Vickie.

Like Sodaro's Hot Spunk, Carol Jesmore's Islander 28, Shanghai, is a family

...there
was no fear,
no hesitation.

boat shared with her husband, Ken. Together, they race one design in YRA. Then Carol takes the boat from its Sausalito berth to compete in the WRA races. In the recent winter series, Carol took second



LATITUDE 38 JOHN

overall and first in Division C.

Carol and Ken started sailing about 12 years ago when they took lessons from Cass' Marina. Before they even finished the class, they had bought a 26-ft Pearson Ariel, *Rustle*.



Gene Harris can get serious, but enjoys casual racing in small boats the best.

"When Ken and I started racing ODCA (One Design Class Association), he would always steer the upwind legs and some of the reaches. I would take the downwind legs and some reaches. Right from the start both of us

... Having a fast boat, sometimes we lead the whole pack to the wrong mark . . . but my navigating has improved."

had jobs to do. We became kind of the experts in that particular aspect of racing," said Carol.

Carol began entering the women's races in the mid-'70s on *Rustle*. A heavy, forgiving

boat with a good handicap, *Rustle* was known to take home her share of trophies. But besides the awards, Carol was learning to handle the boat in all kinds of conditions. She remembers one City Front race in 40 knots of wind.

"We were going around the windward mark and the boat laid right over. On the first tug of the tiller, I told my crew I better lift more weights at the Y because I was getting weak. Then the tiller broke off at the base and I fell backwards. I got the engine on and we started motor sailing back under main alone. But in Richardson Bay the wind was so strong I didn't have any momentum and couldn't steer so we flagged down a boat and got towed in. That tiller was a trophy in our house for a while," recalls Carol.

Nowadays, during the YRA season, Carol handles the halyards and helps with tactics while Ken drives. But the effort remains very much a supportive partnership.

"The mainsheet and halyards are mine and from the beginning on *Shanghai*, I was having a terrible time with the way it worked. One weekend, the one near February 14, we went down to the boat and here was this big Valentine hanging from the mainsheet. Ken had purchased a whole new mainsheet system just for me," says Carol, who runs her own business, Sausalito Yacht Interiors, out of her home.

One of the reasons Carol feels she is able to excell is the support she gets from Ken. He has been known to clean the bottom of *Shanghai* before a WRA race, as well as be on hand when the Islander 28 leaves the dock and returns. As if that's not enough, he can often be found watching the race from the shore with a pair of binoculars.

Like many women who didn't participate in varsity sports in high school or college, Carol particularly likes the team feeling that comes with sailing with a crew.

"I think it first struck me during one mid-

winter series when we were doing fairly well. We came back to the dock and the whole crew was below, about five men and me, all talking about the race. I missed out on team sports when I was growing up and I felt this



Earlene Tankersley, co-skipper of the division-winning J/29, 'Black Lace'.



must be what it was like during halftime for basketball or football players. We were sitting around talking about what we were going to do next. There was a real team spirit," says Carol.

One who would agree that working as a team is one of the highlights of racing is Gene Harris of Alameda. Gene won the 1986 Fall Perpetual on *Ricochet*, her Wylie Wabbit.

"I race dinghies and used to race windsurfers. That is always singlehanded. I never had to work with a team before. It is really exciting when you can get a bunch of people that work well together," says Gene.

Originally from Florida's panhandle, Gene learned to sail as a teenager after her father built a boat. But winds were light, so she dismissed the sport as boring.

"I really got into sailing when I moved to the Florida Keys and got a windsurfer. I raced for a couple of years, but all the hype

and commercialism got to me," says Gene, who can be found during the day at Seabird Sailing in Berkeley.

Although Gene races a Laser II in SBRA, and occasionally crews on a Santana 35 and an Express 27, she says she enjoys casual racing most and is not particularly competitive. To her, small boat racing is friendly and fun while big boats mean big money and a more intense attitude.

But even the relaxed Gene got serious when she put together her WRA campaign.

"I'm learning all the time. When I first started, I had a real hard time finding the marks. It was trial and error. Having a fast boat, sometimes we lead the whole pack to the wrong mark. That was really embarrassing. But my navigating has improved," says Gene.

While some racers like Gene concentrate on dinghies and WRA, others, like Earlene Tankersley, put their effort into

YRA. Last season Earlene co-skippered her J/29, *Black Lace* with Howard Macken and won her division.



LATITUDE 38/SARAH

Like a lot of women, Bobbi Tosse didn't start sailing until her late 20's.

"We had a core crew before I bought the J/29 and they have stuck with me for three solid years. I really feel that the core crew had a tremendous amount to do with our success," says the Sausalito marketing representative.

To make sure that both skippers could concentrate totally on the driving, Earlene put together a crew coordination plan, a who-is-doing-what-at-a-given time worksheet.

"I actually wrote it down and gave everybody a copy. If the regulars couldn't make it, as many as two or three people could come onto the boat cold and fall right into the pattern because it was so simplified — even down to the order the people sat on the rail," says Earlene.

She realized how valuable the plan was

...big boats mean
big money and a more
intense attitude.

when crewpeople that had sailed on other boats came back to report that it sometimes took 20 or 30 seconds longer to do certain maneuvers because of disorganization.

A competitive sailor who has taken her



Jesmore, above and far left.



Shanghai

RACY LADIES

racing campaigns very seriously for the past five years, Earlene now has some other goals besides winning.

"For so many years, I fought for that one design championship. This year I don't want to be so completely focused on winning. I took it so seriously that we almost stopped having fun. There was also the danger of getting so intense on defending our championship position that we wouldn't be able to do it because we were too uptight," says Earlene.

To loosen things up a bit, the crew decided to wear their bikinis to J-Fest. They also tried out different crew arrangements on the season opener to Vallejo.

Although Earlene makes a point of asking her crew to sail on other boats, this year she wants to try it herself.

"I haven't done it for a number of years and I would like to crew on a smaller IOR boat where the skills I have learned as a skipper of my own boat could be put to use."

Across the Bay, another well-respected woman sailor is also planning to crew on a

boat other than her own. Bobbi Tosse, a Walnut Creek CPA who says she works just enough to sail, has chartered the Farr 36, *Sweet Okole* for the Pacific Cup — the San Francisco to Kauai race that gets underway July 4.

"I've been on race committee since 1980 when it first started and was race operations officer in 1984. I thought, 'I've done this part three times. I want to do the fun part,'" says Bobbi with her familiar throaty laugh. What appeals most to Bobbi about this race is that it will utilize what she feels is one of her strongest sailing skills: driving.

Like many other local women sailors, Bobbi didn't start sailing until her late 20's.

"As a kid I did a lot of offshore fishing in Southern California and a lot of getting sea sick. I decided boating was not my thing," she says. Then one day she went sailing and felt fine. Married at the time, she and her husband bought a Columbia 26.

"He soon had me up on the foredeck

while he drove. We would wait until we cleared Berkeley Harbor and then I'd put the sails up. That was kind of a gnarly place to be. Well, one day, I looked back and said, 'Hey, wait a minute! He's dry and holding on to that stick. I think I am going to change places'. Then I started taking El Toro lessons."

Bobbi now has a Coronado 25, *Naressia*, that she races in one design. She is also Race Chairman for Berkeley YC and even manages to find time to crew for friends.

Like the other women who race, Bobbi doesn't really think too much about how she got where she is now. She's just happy she's there, participating in a sport she's become almost obsessed with.

As the number of women in the sport continues to grow, so do their abilities. One of the best gauges of how much are the comments from other boats on the course. It used to be, "The girls are a couple boats behind us," said with a snicker. Then it was "Hey, slow that thing down," said with a smile. Now, more and more, it's "How did they pass us?" — said with a sniffle.

— glenda ganny carroll

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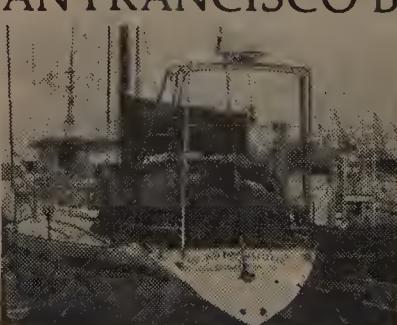
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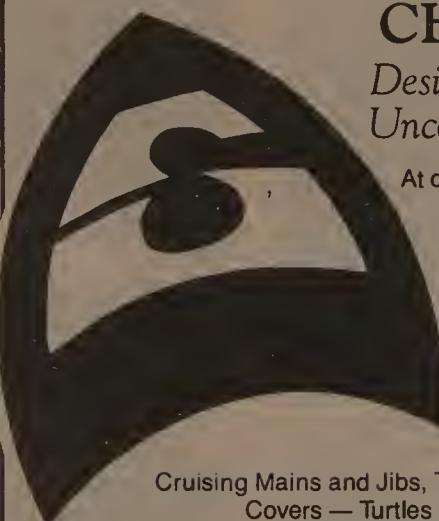
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NALU IV'S

Ocean passage-making involves getting from point A to point B, yet most material available is about A or B — not the "to". We suspect the reason is that for two people with self-steering and/or a windvane, there just isn't that much to tell. You do the

ALL PHOTOS COURTESY OF NALU IV

Finding and sailing with a pick-up crew is an experience in and of itself . . . particularly if you get the wrong people. When you do get a right mix, the opportunities for fun are greatly increased, because all are new and unknown personalities to you. Let me tell you about our 'pick-ups'.

First there was Mark, a sturdy, 32-year-old Aussie. He came complete with a great sense of humor, a boisterous Australian persona that was just barely under wraps and excellent sailing skills. He'd spent the last two years in the San Francisco Bay Area going to school. He'd raced J/29's and Express 37's on the Bay and had done offshore racing in Australia and Europe. Having finished school, he'd hopped down to Mexico with our SatNav under his arm on Monday, and Tuesday night we sailed for the Marquesas.

The second was Olivier, a red-headed 24-year-old Belgian who plays guitar, banjo, harmonica and the spoons. He speaks several languages, windsurfs, and has sailed on several large boats including *Great Britain II*. We found him in Manzanillo after he jumped ship from an old TransPac boat. The way he explained it, the skipper had hired him to work on and sail the boat, but then failed to pay him. Having stood six and eight hour watches on his previous boat without a sign of the owner, he said that hitching a ride with us was a matter of self-preservation. Although unfamiliar with racing, he soon proved to be a speed freak of the first order and could keep the spinnaker on the curl with ease.

Our third crew was Digger, an Englishman in his 40's who'd had careers both as a merchant seaman and more recently in radio broadcasting. He'd crewed on *Apple 1* from the Bay Area to Manzanillo but found that the boat wasn't going any farther. Digger was accomplished in many of the traditional skills that few sailors learn anymore; navigation, knots and Morse code. He was extremely handy about the boat and played flamenco guitar to boot.

It was with this cast of new characters that my husband Jim and I set sail for the Marquesas on *Nalu IV*, our Lapworth 48. None of us had sailed together before, but we'd selected our crew after carefully considering each one's background and experience. Of number one importance to us was their willingness and ability to drive the boat one hour out of every five. While most cruisers hand

steer only when absolutely necessary, we find that we get more accurate courses and a much more comfortable ride with human hands on the wheel. Then there's the matter of speed. Inevitably there's friendly competition to see who can get the highest reading on the knotmeter. Our only trouble here was that our less experienced drivers soon became proficient at sailing fast, but had trouble understanding "sailing off" when we got too fast. Yes, Virginia, there are times when cruisers go too fast.

Also unlike a lot of cruisers, we change sails a lot. Our crew made light work of this, putting up and taking down sails frequently. They learned the fine art of dropping the jib right on deck by backwinding it a little after just one experience of folding a wet sail. They learned how to pack spinnakers with and without stops. In fact they were often



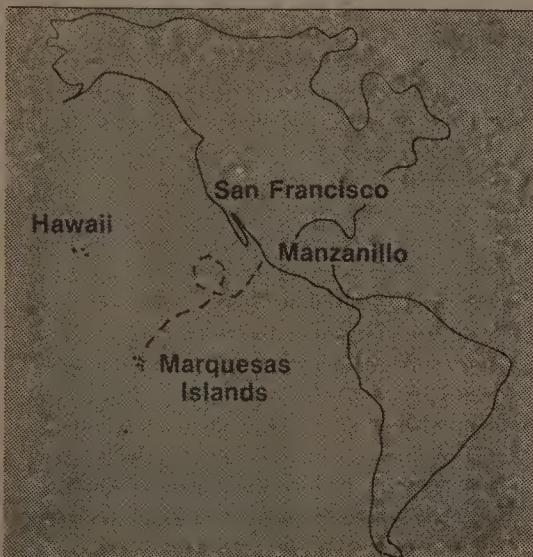
Pick-up crew up the mast.

necessary things like eating, sleeping and a little navigating, and you do some other things — like chatting on the ham radio — to break up the normal monotony that's part of a very long ocean passage.

For us, getting away from point A (Mexico) to Point B (the Marquesas) almost didn't happen. The reason won't come as any surprise to veteran cruisers; our passage crew browned out two weeks prior to our scheduled departure. After three weeks of enforced lounging at the Las Hadas resort in Manzanillo — things could have been worse — we finally got underway with a pick-up crew.



PACIFIC CROSSING



Above; the crossing course. Below; Pacific bathing, terrific fun as long as the halyard doesn't break.

more eager to make sail changes than we were. No, Virginia, not all cruisers have roller furling.

With a five person crew, our watch rotation was two up and three down. Each hour a new hand came on watch while another went off. At night each person slept for three hours, then spent an hour dozing in the cockpit ready to assist the helmsman, then had one hour on the wheel before going below and starting the sequence all over again. It takes about 48 hours for the body to recognize the schedule, after which you soon adapt to shorter and more frequent sleep times. Since we worked in five hour increments, each day found us on at a different time. The constant is that you always rotate in the same sequence, and thus learned how to work with your watch partners.

The other work on the boat got done during daylight hours by whoever was qualified and/or eager to do the job. The cooking was shared, although I did most of the major stuff because I provisioned the boat and did the menus.



Flamenco in the cockpit — in the mid-Pacific.



Who eats what food is a common problem with pick-up crews on cruising boats because diverse eating habits are the norm. In our case, Olivier and Digby were vegetarians. They made this known before we left Mexico but indicated that it would not be a problem. Yet it wasn't long before we discovered that food and the preparation of food can be nearly as big an issue as someone's sailing skill.

Our vegetarians became very proprietary in regard to certain provisions. For example, peanut butter only appeared on the menu three times in the first three weeks, yet we'd gone through five pounds of it! The situation deteriorated at one point to preparing separate meals, but soon our limited supply of propane prohibited that luxury.

But what food to eat and how it was prepared was not the only issue. One of our vegetarians was very disciplined and did not believe in eating any animal products. As such, he would not participate in the cooking of them nor of the utensils used for that purpose.

This food problem created the only real friction with our pick-up crew on this passage. Fortunately, it was resolved with good humor. Certainly nobody went

NALU IV'S

hungry.

Our food tip for the month is jicama, a large brown root that wasn't even on our list when we provisioned in Manzanillo. Available as a novelty item in Northern California supermarkets, we used it raw in salads, mixed with fresh or canned fruits, with cabbage, carrots, canned vegetables,

measure. Of course the real music happened when our very talented crew picked up their guitars and banjos and entertained for the occasional hour or so. Live music on the foredeck 1400 miles from the nearest land — why even Bill Buckley would have been jealous. Of course there was always a need for we less-talented musicians to join in the fun, so we took up the spoons. It wasn't a bad sound, but we could use better spoons.

On most long passages you have some windy days and some light air days. On the light days we'd drop all sail and all but one of us would go in for a swim. The odd person out would stay on board to watch for unwanted finned intruders. Such swim sessions served as an adequate bath and provided a great relief from the heat of the sunny Pacific.

On the windier days when the boat was moving along at a good clip, we'd opt for boom-dunking. The bosun's chair would be suspended from the end of the boom with a halyard running through a block. Then someone boarded the chair and was lowered into the sea. Each time the boat rolled the rider got a good dunking. Such a set-up gives everybody the chance for a good

washing yet it doesn't interfere with the swift progress of the boat.

On a long passage — and the Mexico to South Pacific one is about the longest in the world — contact with home, other cruisers, and the outside world is important to many people. The various ham nets provide the best means for knowing what's happening in the rest of the world, and for



Ready and waiting at the equator — King Neptune. You think Wonder Bread 'stays fresh longer'? Try some jicama.

Jim Jessie; he's given up surveying boats for cruising his own.

and in main dishes like chow mein and chicken crepes. It is a perfect stir fry food, requiring only a little heat yet retaining its crunchiness and picking up spices and other flavors well.

But we discovered the real good news about it when I found a misplaced one under a bunk after six weeks of rolling around. We ate it just before arriving in Papeete, and it was just as juicy and crunchy as the first one we ate more than a month before. Requiring no special care or refrigeration, if you can grow sprouts and carry jicama, you may have solved your fresh veggie problem forever.

Music is a source of discord on some boats. To make sure nobody dominated this area, our rule was that the driver got to pick the music. So you won some and you lost some. The boat's musical tastes on this passage ran from the Beatles and Chicago to Neil Diamond and classical guitar — with a Broadway show thrown in for good



PACIFIC CROSSING

communicating with it.

Baja, Sonrisa, Manana and Pacific are names of just some of the ham nets used by west coast and Pacific cruisers. Each has a regular broadcast schedule on the same frequency so you can listen in — and if you have a license, actively participate in the net. Communicating with family back home, getting the latest weather, keeping track of fellow cruisers and chit-chatting are the main functions.

In our case, we found that the Manana net was very helpful, both as we cruised down the coast of Mexico and later as we crossed to French Polynesia. But there were two problems which developed that put the usefulness of the nets in jeopardy as far as we're concerned.

The first is an apparently self-appointed spy who must have one of the largest rigs in the western hemisphere. He claims to be licensed in St. Croix with a post office box, but actually operates the rig from Rye, New York. From what we've been able to tell, this spy jumps into the middle of ham nets to accuse people of operating illegally. "You are inside the national boundary of a foreign country and you must have a call sign of that

country," he'll say. When you're cruising along the coast of a foreign country, he's technically correct, but it's done as a matter of course by hundreds of hams who are not intentionally violating the law.



On another occasion this spy jumped into a phone patch when a cruiser asked a relative at home to pick up a boat part and bring it down with him. "You may not use amateur radio for commercial purposes," said the spy. The cruiser finally told him to write a letter to the FCC and get out of his phone call.

The Seven Seas Cruising Association had made mention of this individual and his bizarre behavior in other areas of the United States. He apparently monitors on a near continuous basis and has taken it upon himself to bug everyone.

Another problem developed this winter with the weather report on the Manana net. A very complete report from the U.S. Weather Service is repeated over the net and supplemented by local observations. However, one of the regular reporters started adding "hurricane warnings" and advising cruisers not to depart Mexico for the Marquesas until April.

At one point in February, he actually reported hurricanes in the Marquesas and the Tuamotus. We read our weatherfax maps regularly and could find no evidence of what he was warning about. Soon other cruisers who listened to the net and knew we had a weatherfax began coming over to see our printouts. Finding nothing, they started raising questions on the net about the exact

location of these reported storms.

The reporter on the net either would not or could not give the exact locations. After several days of being pressed, he came up with a set of coordinates well south of Tahiti, at which time serious doubts were raised about the reliability of the reports. For we cruisers out there, it was a little like hearing a

An arriving yacht in the outer islands still draws a good crowd of kids.

repeated cry of "wolf", because when you begin to doubt your basic source of information, you may be lulled into doubting it when the real thing is approaching.

As for the various predictions of hurricanes, El Ninos, etc., our crossing was made in winds under 15 knots and with just two days of rain squalls between Mexico and the Marquesas.

Still, we would rather have the nets with

From what we've been able to tell, this spy jumps into the middle of ham nets to accuse people of operating illegally.

their shortcomings than do without. There is nothing more comforting than to hear that nice friendly voice booming out of the Seattle area as he adjusts his antenna to the South Pacific, "This is the Manana net, operating six days a week but never on Sunday".

On a passage to the South Pacific,

NALU IV'S PACIFIC CROSSING

perhaps the very best part is the crossing of the equator. If you are lucky to have someone aboard who had made the crossing, you automatically have a King Neptune to preside over the event. As we approached this very special spot on earth, we were all surprised to find a white line running from horizon to horizon, just like all the maps and globes in school. To believe we'd all thought it was just an imaginary line.

Crossing the line meant it was time for the special gifts and rituals we'd prepared for the historic occasion. For we chow hounds, the bump as we crossed the equator was the signal to gorge ourselves on the chocolate ice cream we'd made on the boat, wash it down with a magnum of champagne, and then have a mid-afternoon musical. Of course King Neptune made an appearance to say a few choice words about his kingdom and presented each member of the crew with a scroll to commemorate the event.

Since we're headed for Perth, it was nice having an Australian aboard as he was



Public transportation in French Polynesia is not as sophisticated as BART, but which system would you rather be riding on?

able to teach us a little bit of the language. Reference books will tell you they speak English in Australia, but that's misleading; they speak the dialect known as "strine". English is the root tongue from which strine has evolved, but the natural can-

STRINE/AMERICAN ENGLISH DICTIONARY

Group One Continued

Strine	American English	Strine	American English
Group One			
Natter	Talking, chat	Give the brown eye	To moon
Tubes/(chubies)	Beers	Gaia	Silly
Shout a round	Buy a round	Blower	Telephone
Piss	Beer	Chunder, footpath	Barf
Pissed as a knute	Drunk	pizza	
Middle or pony	10 oz. beer	No wucking torries	Okay, no sweat
Schooner or stubbie	16 oz. beer	She's a beaut	Good
Keg	Extra lrg. beer (quart)	She's a ripper	Good
Eskie	ice chest	She's a bonza	Good
Sink a few	Have a few drinks	Goffie	Spit
Tuck tucker	Food	Loo, dunnye	Toilet
Bangers	Sausage	Bubbler	Drinking fountain
Meat pie	Hamburger equiv.		
Vegemite	Yeast extract, consistency of vaseline, spread on bread.		
Chips	French fries		
Chook	Chicken		
Dinner, tea	Main meal of day (evening)		
Mate, cobber	Man (addressed as friend)		
Westie	Species found 20 miles west of Sydney, red neck, provincial.		
Scrub, outback	Anything not urban		
Have a bit of a squiz	Take a look		
Fair dinkum	Honest, real		
Difference between chalk and cheese	Between night and day		
Yobbo	Troublemaker, redneck, simpleton		
Putta	Homosexual		
Group Two			
Mozzies	Mosquitos		
Kite	Spinnaker		
Gum boots, wellies	Foul weather boots		
Snot rag	Handkerchief		
Jumper	Sweater		
Gozzles	Swimsuit		
Combi	VW bus		
Petrol	Gas		
Bonnet	Car hood		
Boot	Car trunk		
The zet	Television set		
Group Three			
She bangs like the dunny door of a trawler in a storm	She gets more ass than a toilet seat		
Nice bit'o crumpet	Good looking lady		
Sheila	Woman, gal, broad		
Shagging	Screwing		

tankerousness of the Australian has served to disguise that relationship substantially. About the only clue to the mother tongue that remains is a Liverpudlian nasality.

Strine is not particularly easy to understand because in general the speaker doesn't want to slow down or explain what he's trying to say. You may have noticed that Kiwis, the Aussie's nearest neighbors, invariably end their sentences with "eh?" It's not from being deaf, it's from trying to understand strine.

If you understand an Australian's priorities you'll have an easier time understanding their language. Number one in his life is his pub and his mates. Number two is sports. And number three — last of all — is women

and his family.

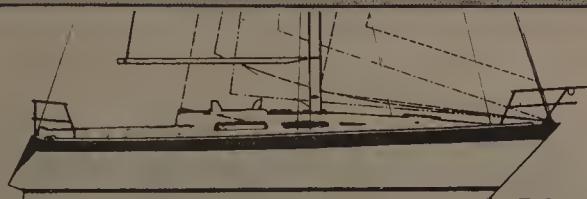
This 'trichotomy' carries over into strine. I've provided the accompanying English/Strine dictionary with three divisions, each one representing area's of life in descending importance. If you're going to Perth for the America's Cup, it should help you get around.

The getting "to" in our 18.5 day passage from Manzanillo to Hiva Oa was a very intense personal experience for each of us. We laughed, discussed, argued, shared and debated for 2,770 miles. Our arrival broke up our group because that's the nature of a port. But each of us has a special sunset, sunrise, joke and story that will remind us of the passage.

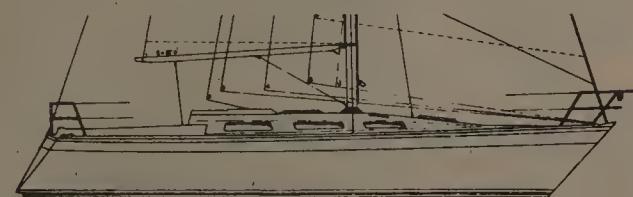
— diana green jessie

HENRI WAUQUIEZ

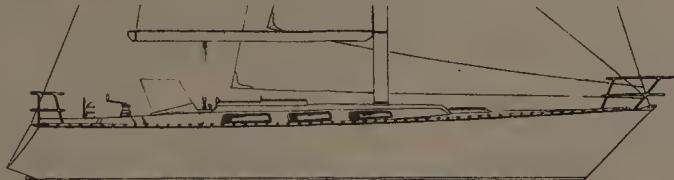
*Pour ceux qui naviguent
(For those who really sail)*



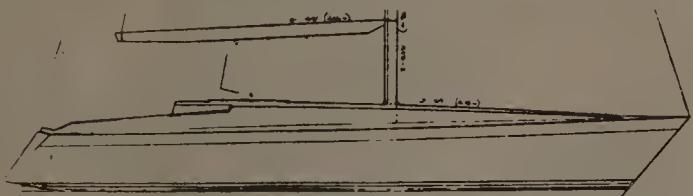
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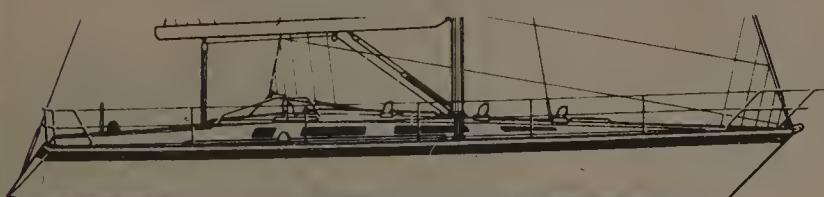
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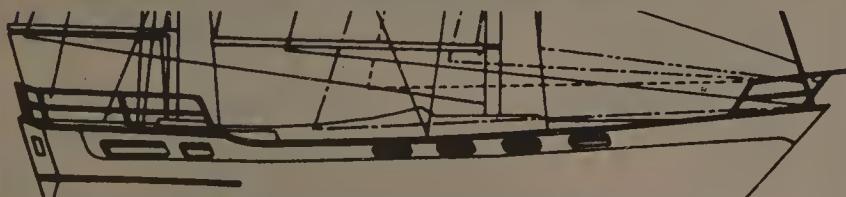
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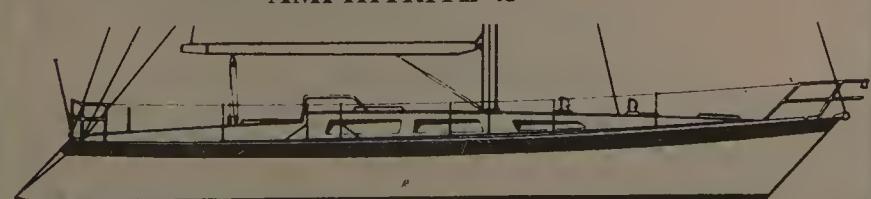
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SHOOTOUT AT



THE STONE CUP

Ordinarily the St. Francis YC is a quiet, peaceful sort of place. But on May 17 there were more bullets laying around than anywhere this side of Beirut.

Charles Short's Reichel/Pugh 43, *Sidewinder*, pictured here, had three.

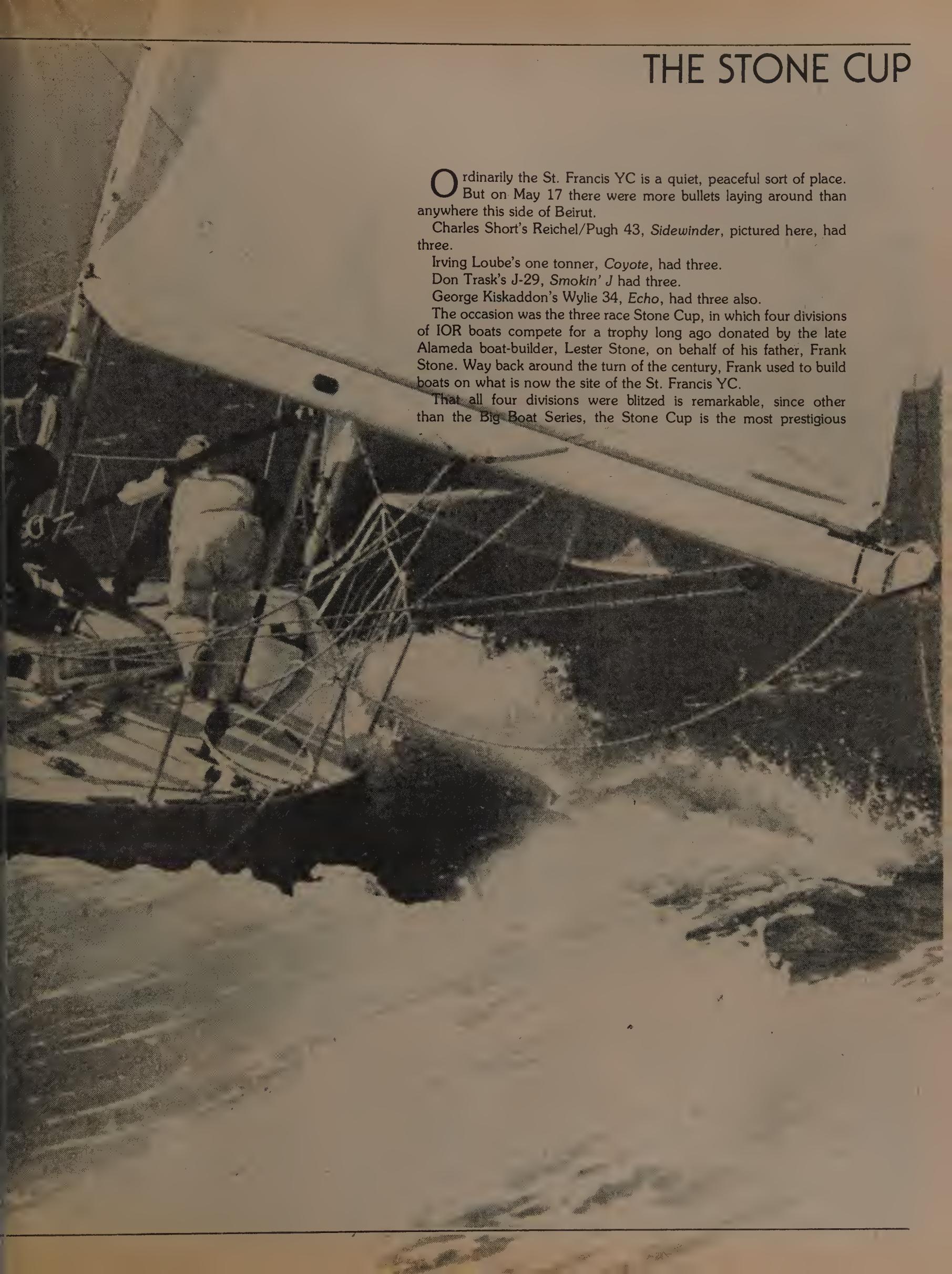
Irving Loube's one tonner, *Coyote*, had three.

Don Trask's J-29, *Smokin' J* had three.

George Kiskaddon's Wylie 34, *Echo*, had three also.

The occasion was the three race Stone Cup, in which four divisions of IOR boats compete for a trophy long ago donated by the late Alameda boat-builder, Lester Stone, on behalf of his father, Frank Stone. Way back around the turn of the century, Frank used to build boats on what is now the site of the St. Francis YC.

That all four divisions were blitzed is remarkable, since other than the Big Boat Series, the Stone Cup is the most prestigious



SHOOTOUT AT



Above, bloopers were needed to stabilize the boats in the heavy air runs.



Right, 'Coyote' breaks into the lead at the start.



Right, laboring in the danger zone.

IOR event on the Bay. Furthermore, there was a good turnout of competitive boats, some carrying talented 'outsiders' just for the event.

Sidewinder's Class A victory, for example, could be attributed in part to a crew dominated by Golden Gate Challenge 12 Meter hands, including outstanding helmsman Paul Cayard.

High Risk, Jim Mizell's well-received Bob Smith 43, countered with Star and IOR great

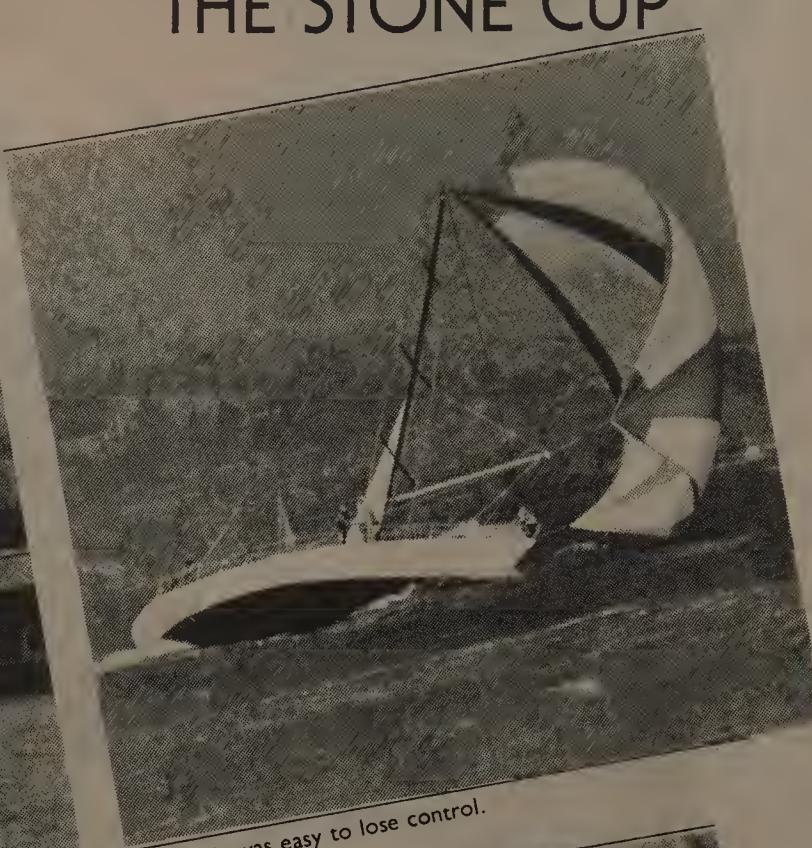
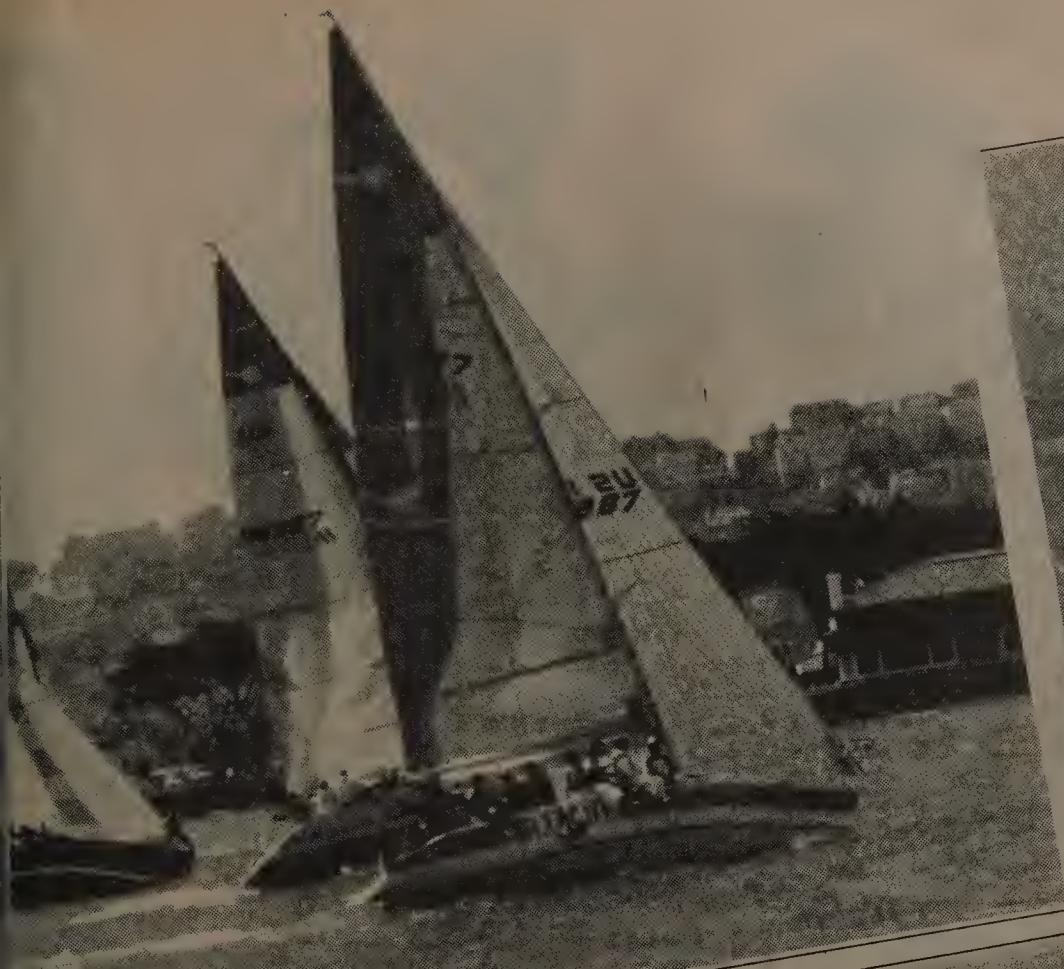
Bill Buchan of Seattle. While *High Risk* seemed to have equal or a little better boat speed — especially off the wind — it wasn't enough. The well-practised crew on *Sidewinder* hit the starts and laylines just right to prevail in all three races.

Peter Stocker's *Bondi Tram*, with John Kostecki and Billy George at the controls, was third. Bill Twist's *Bladerunner*, with no boats of equal size to push her, was fourth. *Chimo* was fifth, but turned in a terrific

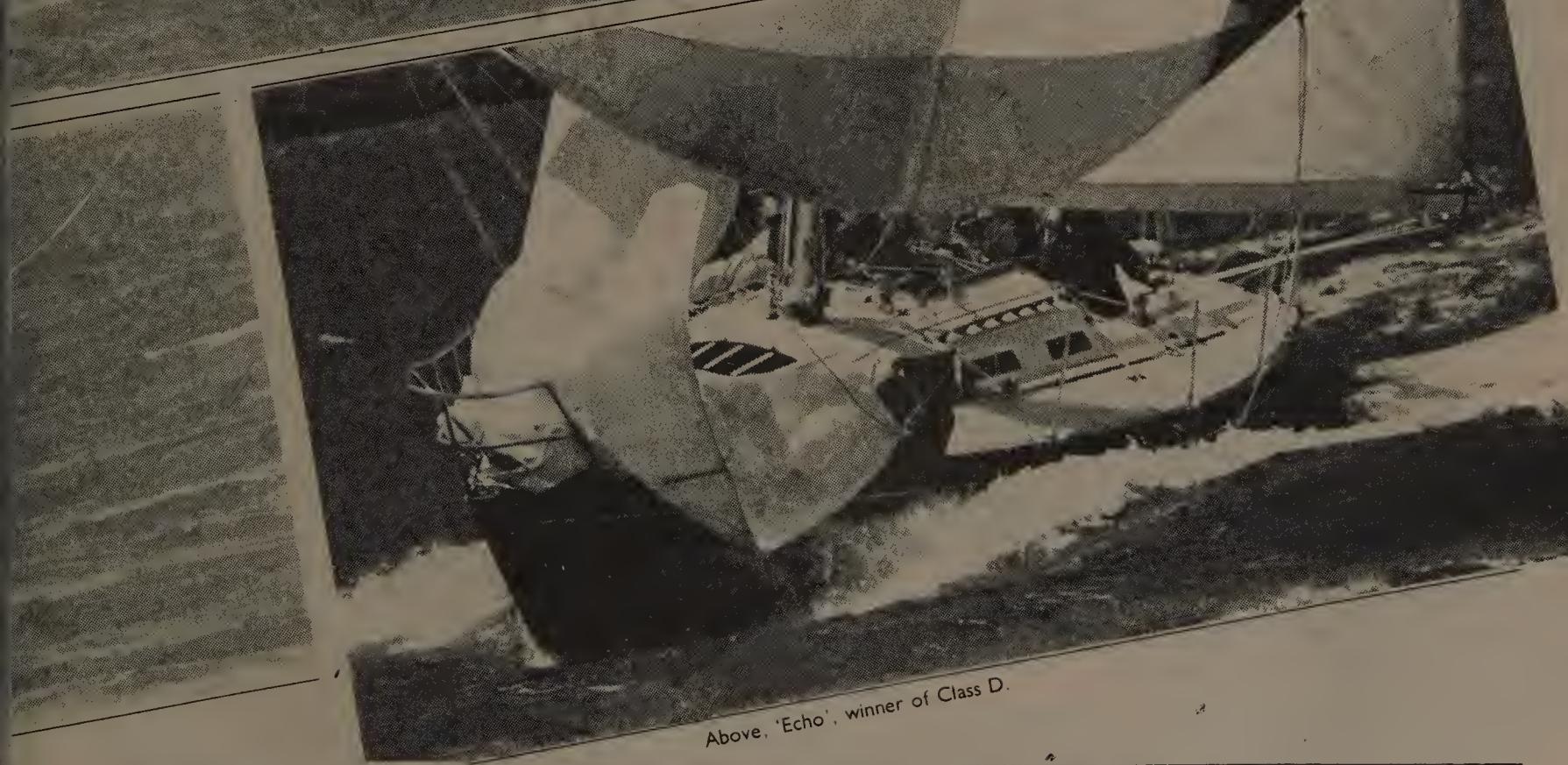
broach.

The Stone Cup consisted of three races; 11.5 and 22.5 milers on Saturday and a 16-miler on Sunday. Some sailors groused about the late start of Saturday's long race because they didn't finish until 7:30 p.m. It never mattered when Class B finished, as Irving Loube's *Dee Smith* driven *Coyote* always ended up first.

THE STONE CUP



Above, it was easy to lose control.



Above, 'Echo', winner of Class D.

Loube's boats win a lot; to those who sail for a living it comes as no surprise. As one observer explained it, "Irv is always prepared; the boat is ready, a good crew is signed up, they get to the line on time . . . he's got the program together. You'll see other owners who spend as much money, but they don't spend it wisely. They get out on the course with missing crew, broken gear, things like that. In some cases Loube and other owners with good programs have

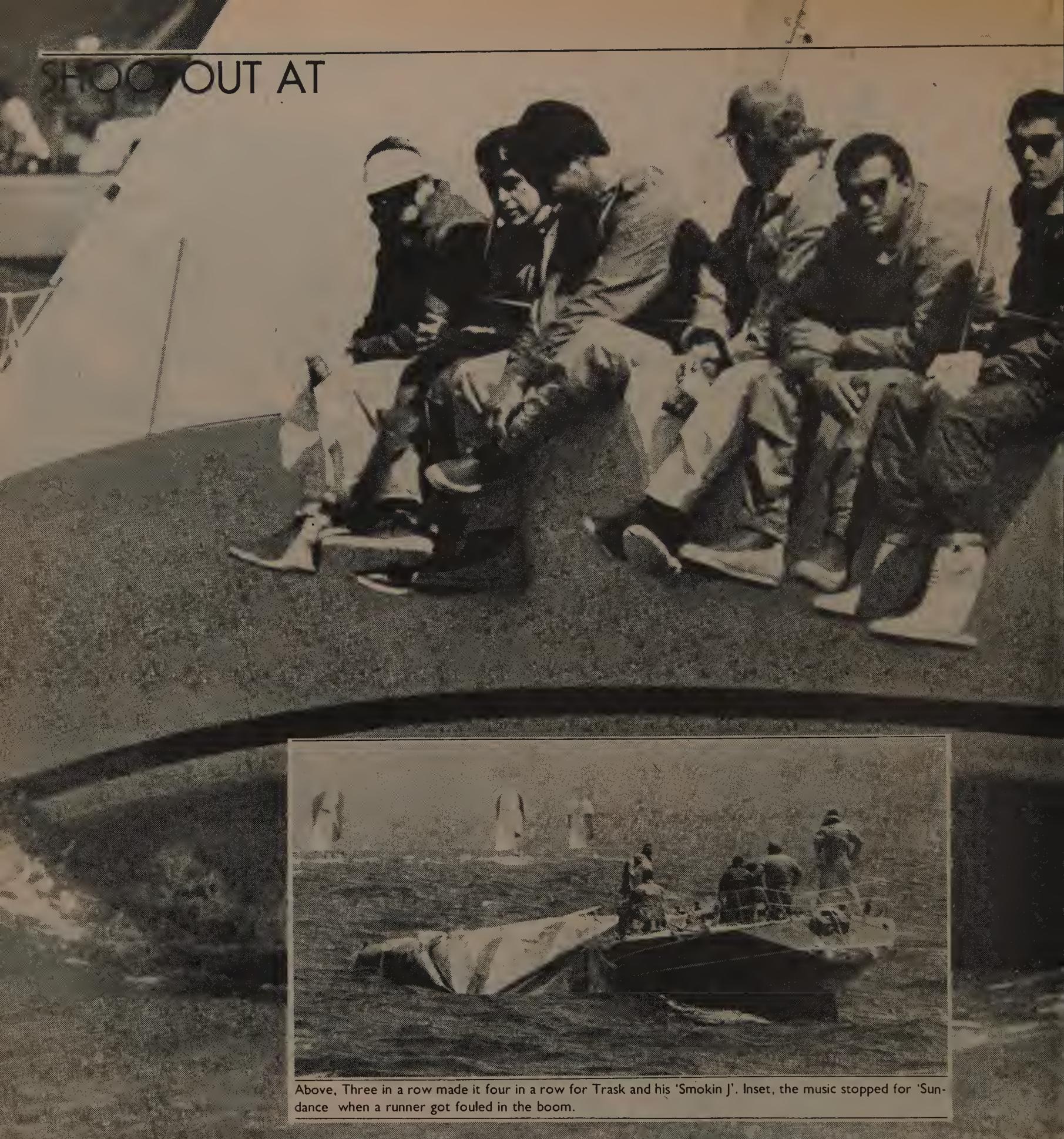
the race won before the first gun is fired."

Rod Park's *Glory* finished strong with two seconds for second in Class B. She would have given *Coyote* a better tussle had she not knocked herself out with an eighth in the first race. Bob Klein's *Leading Lady* took third, aided by DNF's in the second race to her top three rivals.

Actually it was Bob Rita's *Sundance* that gave *Coyote* the best single battle. With Jeff Madrigali at the helm on Sunday, they were

really cooking and had a half boat lead on *Coyote* at the Harding Rock gibe mark. Things went fine on the jibe until the runner got caught around the end of the boom, leaving all the pressure on the permanent backstay. The tip of the fractional mast immediately bent back, and then it was only a matter of minutes before the spar broke below deck and the whole rig came tumbling down. (Only a few minutes later at this same mark, Jeff Samuel's crew on Class D's

SHOOT OUT AT



Above, Three in a row made it four in a row for Trask and his 'Smokin J'. Inset, the music stopped for 'Sundance' when a runner got fouled in the boom.

Abracadabra also found out how difficult it is cleaning up a sloppy dismasting on the Bay).

Class C, where Don Trask won with the J/29, Smokin' J, was no shocker. This is the fourth year in a row he's won his class in the Stone Cup with the same boat. Trask found the most noteworthy thing about this year to be the amount of wind. "Boy there was a lot of wind," he said. "At the top of the Circle

near #7, we jibed in a puff that must have been 30 or 35 knots."

They came out of it just fine, in part because of a new spinnaker pole he's been developing over the last few years with Nicro Fico. Called a trumpet pole, it uses a special system of double sheets and guys whereby it's not necessary for anyone to go forward during the jibe. "It's the hot ticket for fast jibing," Trask said, noting that they'd had their share of disasters perfecting it. He's the only

one using it on the Bay now, and is set to try it on a 35-footer.

Class C was interesting because of the variety of boats. The top two spots went to Trask's light and short J/29 and Noel Rodes' sistership, Violation. Third and fourth, however, went to radically different boats, boats you'd hardly expect to see IOR racing these days. It was Hank Easom's Yucca, an 8-meter from back in the days when all boats were wood, in third. Fourth



went to helmed John Clauser's *Wildfire*, a heavy Ranger 37 that last did well in the IOR when Nixon was in the White House. Both boats benefit generously from the old age allowance instituted on the Bay to try to get some of the old IOR boats back on the course. The way it turns out, the J/29's clean up in the heavy downwind stuff, and then try and stay with the longer and heavier boats going to weather. It was close — just 13 seconds in the first race.

Class D was a sweep for older Tom Wylie designs. George Kiskaddon had all the bullets with his Wylie 34, *Echo*. *Krag* and *Gregory* were a distant second in their Wylie 34, *Magic*. Stan Berens and crew proved that the old *Moonshadow* still had some life in her by taking third.

A welcome trend returning to IOR racing is the friendly little side wager. Three of the

owners in Class A got together and decided to put up dinners for each other's crew on the outcome of the competition. The way we heard it, on Saturday night the winning owners were going around urging their crew on: "Hey, is that all you're eating? How about an order of caviar. Wouldn't you like some more champagne to go with your dinner?" A little bit of spice never hurt a good series.

— latitude 38

THE NORTHBOUND CRUISER'S GUIDE

“Wherever you go, there you are.”
Buckaroo Bonzai, Adventures in the Eighth Dimension.

In the summer of '85 I delivered a Valiant 40 from San Francisco to Port Townsend, Washington. This is a compendium of the wisdom rendered from that experience.

Cape Blanco: The second of two nefarious capes encountered when sailing north. Prior to sailing we had frequently heard that once we weathered Cape Mendocino it was all downhill. I don't think it was an intentional lie, more of a hopeful myth.

It was off Cape Blanco that we perfected the game of the bell. When the boat fell from the peak of an especially steep wave, the ship's bell would ring like a referee announcing the end of a round. The helmsman that accumulated the most strikes in his watch lost.

Cape Flattery: Known the length of the coast as the Mother of Storms, frequently shortened to "Motha". Cruisers clawing their way up the coast are quick to forgive Flattery because it's the last obstacle to the Straits of Juan de Fuca and the first fair wind of passage.

Close beside Cape Flattery is the Swiftsure Bank, notorious feeding grounds of coastal shipping which prey upon small fishing boats and yachts.

Cape Mendocino: Adjacent to Punta Gorda, Cape Mendocino is the most southerly of the two horns of a dilemma. (See also *Cape Blanco*.) Departing from Drake's Bay, it took us six days of rock hard sailing to weather Mendocino and make Humboldt Bay, an average of 30 miles.

There are essentially three styles of assaulting the coast; the brazen, the stealthy, and the indecisive. The brazen tack half-way to Hawaii before hauling for the north. The stealthy often creep inside the twenty fathom line, gingerly feeling their way through the fog, sheltered from the northerlies in the wind shadow of the capes. The indecisive muck about somewhere between.

Initially we were indecisive, tacking back and forth, regretting what we ate the day before or the day before before. After having the stuffing kicked out of us for the better part of five days, we got sly. In good visibility we clung so close to the shore you could have skipped a stone to dry land. The technique worked admirably until we sailed clear of Punta Gorda. A Valiant 40 is not exceptionally tender but even with only a storm jib and deep reefed main, she buried her rail and rounded to weather. Triple reefed, with a main the size of a storm trysail, she finally

Don't begrudge the rum ration.
The evening ration has both traditional and social significance.
It marks the changing of the watch from daylight to dark.
It may be the one time when the entire crew is assembled.
It allows people to vent tensions before they become explosive.

answered to her helm.

Combat Cookery: Mastery of this art involves something of both the saint and the assassin. To my death I'll be grateful to the woman who cooked from the pitch of Point Reyes to our arrival at Port Townsend. I'll remember her making dinner during the mauling we took off Punta Gorda and Cape Mendocino, like a spider suspended in a web of galley strap and safety harness, and finally reduced to her knees. She was a saint with a cast iron stomach. We had a hot meal that night as we'd had every other. A shame it was meatloaf. (See also *Sea Sickness, Bowel*

Movements, and Other Plumbing.)

Provisioning a boat for a North Coast passage is like any other passage only less. Less because few people will want to eat much during the first week and those that do will probably waste it anyway.

Don't begrudge the rum ration. The evening ration has both traditional and social significance. It marks the changing of the watch from daylight to dark. It may be the one time when the entire crew is assembled. It allows people to vent tensions before they become explosive. It stiffens the spine of the night watch. It makes men of boys. It encourages camaraderie. It prompts the singing of sea chanteys. In fact, it may be the best part of sailing. (Many people have seen to the heart of the matter; they serve their rum without leaving the dock.)

Coos Bay: Actually a very nice place, not choked with the slag of saw mills as I expected. Both lumber and fishing industries are depressed so there are plenty of people with time to talk. A bit of local knowledge — the fishermen all wear black sea boots and they're not receptive to innovative fashions.

We spent several days in Coos Bay weathering a gale.

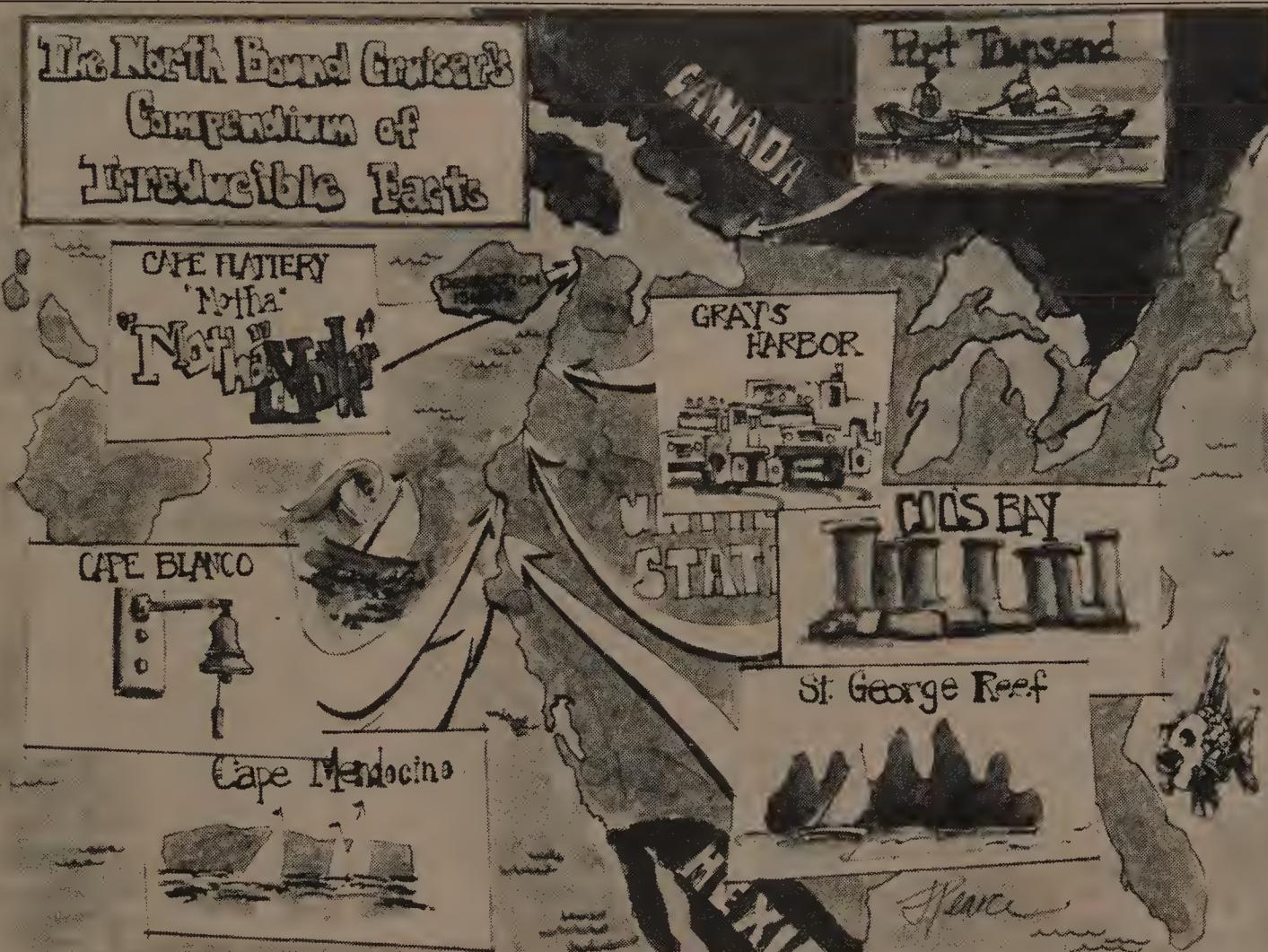
Deductive Reckoning by Intuition: Dead reckoning is the painstaking deduction of position calculated from speed, time, and distance. Over centuries of experience it has been perfected to a fine degree of accuracy. Other methods of navigation used on the North Coast with equal accuracy are numerology, casting the bones, divination from smoking entrails, and prayer.

Plotting a DR track while sailing to windward along the coasts of Northern California, Oregon, and Washington is a navigational challenge that would appeal to self-flagellants. The difficulty isn't just keeping the charts dry and yourself in the sea. The leeway made when butting into head seas is substantial and often times unrecognized.

Once most close-hauled boats are in conditions which require a reef and reduced headsails, leeway becomes a significant factor. Even though the telltales still indicate that the boat's sailing 35 to 40 degrees to the apparent wind, the course over the bottom is more likely a close reach. The boat tacks through a 110 degrees or worse. Although boat speed through the water is up, velocity made good is down. You're going faster in the wrong direction and probably violently ill besides.

Destruction Island: An intimidating

TO IRREDUCIBLE FACTS



name but the island offers anchorage sheltered from the northerlies and close to Cape Flattery. Never been there myself.

Gray's Harbor: Aptly named, both water and sky are gun metal grey. The beach resort and fishing village of Westhaven is a bit more cheerful. While we were there the locals put on an impromptu parade made up mostly of emergency vehicles, flashing lights and sirens. It seemed more apocalypse than parade.

Again we spent several days in harbor weathering a gale but in the company of a half dozen migrating sailboats, among them Dick Thuillier and the *Because*. It's obvious that Dick got bored with people asking him why he was sailing around the world in such a little boat.

The *Because* was on the last leg of her circumnavigation and would be home when she made Vancouver. She had sailed a long board from Cabo and hoped to lay Flattery with one tack. (See also *Cape Mendocino*, i.e., the *Brazen*, the *Stealthy*, and the *Indecisive*.) It was at the latitude of Gray's Harbor when Thuillier acknowledged discretion as the better part of brute endurance and ran for cover, hotly pursued by a Russian trawler. (Any boat posted missing is thought to be the victim either of merchant shipping or Russian trawlers fishing illegally inside the

U.S. zone of economic interest. Obviously illegal trawlers would be hesitant to report a collision or even collect survivors. They're equally slow in defending themselves against slander so who's to know the truth?)

Port Townsend: A lovely town full of wooden boats and transient sailors, hand-carved bars and a sail loft. The only reason Port Townsend hasn't become another Marina del Rey is the weather. You'd have to

be a fur seal to enjoy their winter and even fur seal probably migrate south.

Port Townsend has an annual Wooden Boat Festival which I haven't yet attended but it's reported to be quite a bash. It's unfortunate that San Francisco with its rich maritime history doesn't have something of comparative effort.

St. George Reef: A gracious name and a hauling ground for seals. We saw nothing of it, passing through the channel between the reef and Point St. George during a dead calm and fog. The fog did clear slightly on the far side, revealing rocks like blackened teeth in a broken jaw.

Sickness, Bowel Movements, and other Plumbing: Meatloaf causes sea sickness. There may also be other causes but science is uncertain.

Vanderbilt's Etiquette of Mal de Mer is sadly lacking in the literature. There's simply no instruction in vomiting with dignity. One thing's certain; there's no dignity possible when bolting for the leeward rail from below decks. And such desperate departures are always blocked by someone in the companionway.

On most boats puking in the galley sink is considered unfashionable. It's also a source of contagion. The sickness spreads rapidly throughout the crew, especially those below

There are essentially three styles of assaulting the coast; the brazen, the stealthy, and the indecisive.

IRREDUCIBLE FACTS

decks. The head offers greater privacy. A person can grovel abjectly without being observed. It may also be the cause of much sickness.

Sea sickness and bowel movements are unfortunate correlates. At the beginning of a passage many sailors will go for days with their teeth gritted and their eyes turning brown rather than attempt to use the head. Of course, their judgement eventually becomes impacted. There are few things worse than being both constipated and seasick; you hardly know which end to attend. (One thing worse is a variant of this dilemma commonly experienced in Mexican waters.)

Showering in a seaway is an indelible experience. Little wonder that people sailing the North Coast go for days without benefit of washing. Fortunately for the sensibilities of the crew, even the summer temperatures are cool enough to require layered clothes finished off with foul weather gear forming an impermeable barrier to B.O. This is also true of Eskimos and a man I read of in New York.

Shore parties: The sailing community is perhaps the last sanctuary of those college pranksters who crowded into telephone booths and VW bugs. The nautical variation of this frolic is three partially sober men in a rubber dinghy.

We went ashore at Port Orford, much to the entertainment of the local fishermen. Port Orford isn't much more than a harbor of refuge, the size of the town limited to the wind shadow of Cape Blanco. The fact that the commercial fishing boats as large at 35 or 50 foot are all dry stored on the wharf would give any man cause for suspicion.

When going ashore the wind is always at your back and the saloons are ahead. Only in the Sufi paradise is the same true of the return.

There's a nautical correlate of Murphy's Law which states that if there's the least bit of surf running, the most uncoordinated of the three will be at the oars. At the first touch of cold water on his behind he'll flail anxiously

about with the oars, for the world looking like a distressed sea bird, and soak the rest of the crew who have been industrious in keeping their own bottoms dry.

If the shore party hasn't had sense enough to bring with them a bottle from the bar, they'll warm themselves with bickering as they row against the wind and back to the boat. At least, that's the way it happens on the North Coast. In Mexico it's less argumentative. It's warm, so nobody cares if they're wet.

Tillamook Bay: Best known for its cheese cooperative. Past the Sow and Pigs the channel snakes energetically. The Coast Guard sent a boat to guide us to Garibaldi. It seemed an extravagant gesture since the town was plainly in sight, but I guess they didn't want our boat littering their mudflats.

The Coast Pilot describes Garibaldi as a lumber and fishing town, which was once true. Now Garibaldi is a town of sea gulls and stray dogs. It's also the home of Bea Bopp. I don't know the woman but she has a name that should live in legend.

— charles thrasher

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What are they? Where are they coming from?

My berth in the marina was beginning to look more like a bubble bath, with thousands and thousands of tiny white flakes covering the water surface all around my boat. On closer examination I was able to determine that the particles were actually bits of styrofoam. But why were they all blowing into my berth?

I had called in sick that day just so I could spend a long uninterrupted day finishing a number of maintenance projects. Not that I couldn't just take a day off when I feel like it, but sometimes it's necessary to keep up appearances, especially when the office is very busy.

So far I was getting a lot accomplished — until this foam all over my boat became too much of an annoyance. I decided to investigate.

First I traced the path of the foam upwind to the next group of slips. It seemed to emerge from between two sections of dock, but actually it was just blowing underneath. After following the trail of white particles across two more channels and under two more docks, I finally had the source in sight.

Two people were working on a small modern racing boat. One was sawing away on a large block of what must be styrofoam, while the other was . . . the other was Lee Helm, of all people, and she was standing alongside the person with the saw, calculator in one hand and a stack of papers in the other. She was gesturing as if to guide the saw along a line that had been marked along one side of the foam block.

"Do you realize what you're doing to this marina?" I scolded as I walked up to them.

"Oh, hi Max," Lee answered. "We're just cutting up styrofoam."

I pointed to the river of white particles.

"Oops!" she said. "We didn't have this problem when we started — I guess that was like, before the wind came up."

"I think we better save the rest of the foam

"I don't exactly know what artists do with them."

cutting for next time," said Lee's friend as he removed the saw. "We really are making a terrible mess."

They both swept up the foam sawdust that hadn't yet been blown into the harbor while I asked what on earth this was all for.

"It's flotation, Max!" explained Lee.

Above and below: a relatively painless installation of 25 cubic feet of buoyancy foam in a typical lightweight racer/cruiser. Each closed cell berth adds an additional 2-3 cubic feet.

"We're going to do the long distance ocean race this summer, and this will make the boat unsinkable."

"Can you really get enough foam in there and still have any storage space left over?"

"For sure! I mean, to begin with this is a light boat with a balsa cored sandwich hull and deck. All we need to keep the boat from actually going to the bottom is enough foam to support most of the ballast — and the closed cell foam berth cushions practically take care of that already. The foam blocks we're putting up under the foredeck and in the seat lockers should give us a comfortable margin if we hit anything that punctures the hull."

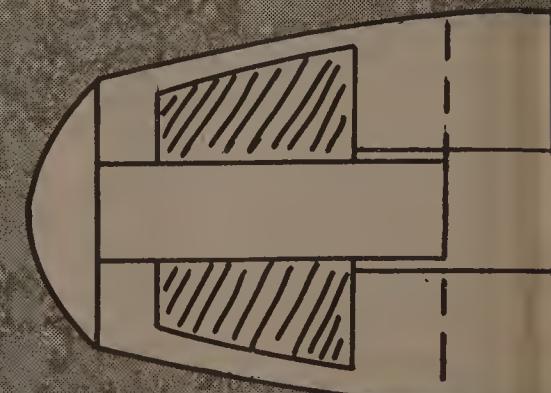
"I can see giving up the forepeak for buoyancy foam," I said. "But the cockpit lockers — I think you're going to miss all that space on a long race in a small boat."

"We were afraid of that too," she said as she stepped aboard the boat and opened one of the cockpit locker hatches, "but actually it works out pretty well. You can see there's still plenty of space on top of the foam. Before we fitted in these foam blocks, anything we put in here would slide all the way down to the bottom and sit in bilge water. Now we have a foam shelf to put things on. So I think the lockers are just as useful."

"I'm surprised you didn't use a pour-in foam-in-place system to do this," I said. "You could have just foamed the spaces under the berths."

"It's hard to get the low density without also leaving voids that could fill with water. The stuff we're using is down to just a little over one pound per cubic foot — it's made for dock flotation, and comes in billets

measuring eight feet by two feet by eight inches. Besides, Max, after the long ocean race we want to take the foam out again for



one-design racing."

"Are you going to bring a liferaft?" I asked.

"We have to, unfortunately. Even though positive buoyancy weighs less and is infinitely more reliable, race committees still seem to think that a raft is more important. All you have to do is look at the IYRU report on the 1979 Fastnet race, when all those people died. The way I read it, 'premature abandonment' was by far the leading cause of fatalities. I mean, if all the racers knew for certain that their boats were not going to sink . . ."

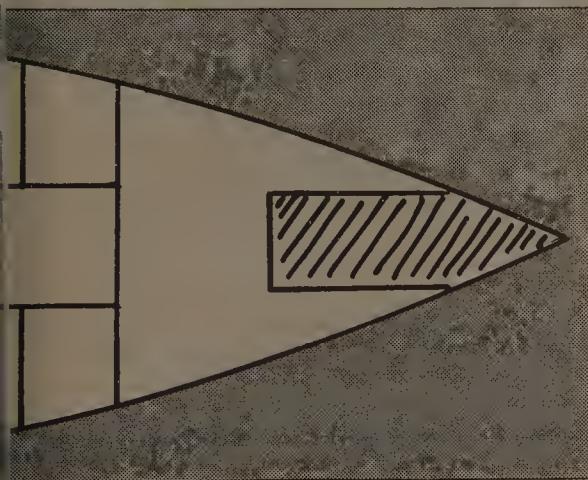
"But most of those boats were heavy IOR racers," I pointed out. "It's a lot more difficult to put positive flotation in one of those boats than in a little ultralight like this."

"Not really, Max. Not if it's designed in from the beginning."



"The real problem," added Lee's friend, "is that the designers and builders of racing boats have no incentive to build in flotation. Also, there's no standard that race committees can use to determine just how much flotation should be required. So this is one

area where certain cruising boats, which market flotation as a major safety feature, may actually be more progressive than the



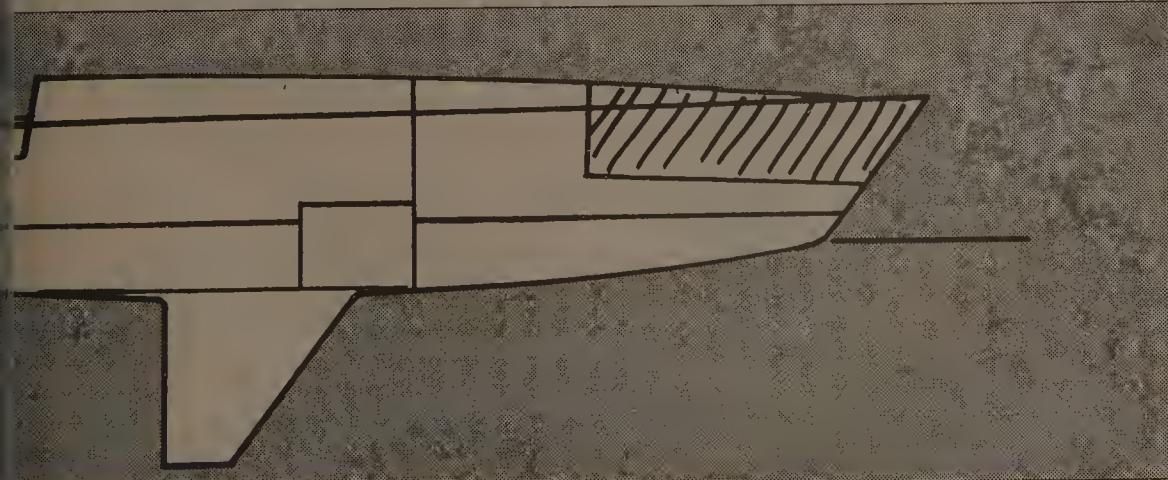
racers."

"Actually," said Lee, "There is one racing organization that's making moves towards providing both the incentive and the standard. MORC, the Midget Ocean Racing Club, has proposed a one percent rating credit for any boat that meets their flotation standard. MORC isn't too popular around here, but the MORC Rule is in wide enough use in other parts of the country so that this kind of incentive would have a good effect on a lot of new designs under 30 feet long."

"What does their proposed standard say?"

"Very simple, really. You need one cubic foot of foam for each 50 pounds of ballast, plus one cubic foot for each 200 pounds of non-ballast structure, plus a 20 percent margin."

"Is that the formula that you used?"



"No. I mean, I did my own calculations, and came up with almost exactly the same number."

"Let's do the foot straps next," said

Lee's friend as soon as the saws and shaping tools were back in the dock box and all the foam dust was either swept up or blown off the dock.

"Okay, I already marked the places where we need to move them to."

Ever since she installed the first set of windsurfer footstraps on a boat she was crewing on last year, Lee has practically refused to do any foredeck work — especially if it involves end-for-end jibes — on a boat that isn't similarly equipped. Now she even insisted on having them positioned to match her personal dimensions!

"Mind if I take a peek below?" I asked.
"Go right ahead."

I climbed down the hatch and sat down on one of the berths. It felt like I had sat down on a basketball. I shifted a few inches, but the sensation was the same.

"Closed cell foam isn't exactly the most comfortable stuff to sit on," remarked Lee from the forward hatch where she was preparing to remove a set of footstraps. "But it's fine for sleeping on, and most important, it never turns into a sponge."

The cabin barely had sitting headroom for me, but it appeared to be functional enough for the purpose. Little plastic shelves and brackets were everywhere, each one obviously custom made for the gadget it contained.

"I see somebody learned how to form acrylic," I said.

"I just couldn't see using teak shelves on a light boat like this," Lee's friend explained from the cockpit.

plastics supply store, and you can make almost anything out of acrylic sheet. And it's much more in keeping with the high-tech decor."

"What are all these tubes for?" I asked, noticing four plastic tubes, two on

... but they're perfect for smearing goop in little holes."

each side extending back along the hull underneath the cockpit coamings. "You don't have four overboard poles, do you?"

"Those are the only guaranteed dry storage compartments on the boat," explained Lee as she neatly extracted a bolt holding one end of a footstrap to the deck with one quick squeeze of the drill trigger. "With a cabin this small, the air gets so damp that any flat surface gets saturated with condensation. We each get a length of airtight, four-inch diameter drain pipe for all the stuff that really has to stay dry."

I went back up on deck, and watched Lee's friend mix up a batch of epoxy filler and start to fill up the old holes in the deck that the relocated footstraps were leaving. He used a little tool that looked like a miniature putty knife with a pointed blade.

"It's an artist's palette knife," he explained. I don't know exactly what artists do with them, but it's perfect for smearing goop into little holes."

"Well, I think I'll go up to the yacht club and see who's there for lunch," I said as I glanced at my watch. "Good luck with the foam, and I hope you don't have to use it!"

"Its main purpose is to make us sleep better," confessed Lee. "Maybe I've read too many stories about people bailing for their lives, or about boats that sink so fast after hitting something that the crew doesn't even have time to grab some food and water for the raft."

"And then there are the stories about the rafts that don't work," added her friend.

As I stepped off the boat I happened to notice someone who I thought I recognized walking down the gangway from the parking lot to the docks. Yes, it was one of my business associates from work . . . he owned a boat just a few berths away from mine. So I wasn't the only one playing hookey!

- max ebb



With the possible exception of 12 Meter design, nowhere is the sport of sailing progressing as fast as in sailboarding. New boards, new rigs, new gear and new techniques appear almost monthly in the magazines and journals, many of them also brand new, that devote themselves to covering the world of surfing with a sail. Manufacturers, retailers and sponsors for regattas are jumping in aggressively as the dollar figures mount. Although invented in Southern California, boardsailing momentum has been gathering slowly here in the States, especially compared to Europe where the sport boomed in the 1970's. Now, however, American boardsailing appears poised to launch itself into the big time.

Keeping track of all these developments is a mind-boggling task. One editor of a wholesale trade journal, for example, recently remarked in exasperation that with all the different model sailboards on the market, "everyone is in the custom board business!" Things may not be that bad, but for "boat" sailors the distinction between a slalom board and a fun board, or between RAF and CIS sails isn't always immediately apparent. What's also true is that more and more boat sailors are spending time on boards these days. So here's some news — admittedly not all the news — about what is hot in the windsurfing world.

Boards — According to Mark Gabriel, editor and publisher of *Sailboard News* and *Sailboard Racing*, one of the current trends is towards larger volume boards. What this means is that the nine or ten foot slalom boards that used to be a couple of inches thick are now being made up to five inches thick. They can therefore support more weight at lower speeds — they used to sink unless you had plenty of wind and were sailing fast — and be used in a wider range of conditions. Likewise, the longer "fun" boards, which have a moving mast track, foot straps and a retractable centerboard, are also being built with more volume. Not only do these changes make the boards more versatile, they also increase safety. More than one sinker board sailor in San Francisco, for example, has been caught half submerged under the Golden Gate Bridge waiting for a puff to get him back to the beach.

Sailboarding draws from both sailing and surfing, and one case of the latter is the appearance of the "Tinkler Tail" board. According to Drew Kampion, editor of *Wind Surf* magazine and a former surfing writer, this concept originated in San Diego some

20 years ago with Mike and Bob Tinkler. Mike now lives in Hawaii and is making these thin, flexible tails for sailboards, as are some builders in South Africa. The tail provides a flat run for planing, but bends up in turns, giving the board more rocker. "It's like having a suspension system underneath you," says Bard Chrisman of San Francisco, a top American amateur slalom racer, "and you get more traction carving a turn." Don't look for this as a mass produced item, however. It's both complicated and expensive.

Builders are constantly looking for ways to build lighter, stiffer boards, which shouldn't



F2 two even offers some models with carbon fiber stringers. Hi-tech from Foster City. Spread: cruising off Crissy Field.

surprise anyone in the sailing world. Sailboards, however, spend a lot of time on the beach and/or rocks. Hence you need to protect the final product from some pretty harsh treatment. Kampion says that more builders are choosing the lighter styrene foam for core material over the conventional polyurethane and covering it with epoxy instead of polyester resins. F2, a board company in Foster City, California, has even

added carbon fiber stringers and covered the epoxy shell with a thin layer of thermoplastic for greater impact resistance. Pretty high tech for something that weighs only 25 pounds!

And for those who prefer the metals, you can get an aluminum sailboard, too. Crit, a French firm with offices in New York, offers a Division II board made of sheets of nomex aluminum. In the construction process, this honeycomb sandwich material used in aviation is laid over a complex framing of balsa wood, klegcell and epoxy. It takes a month to produce one board. "It's pretty intricate," admits Peter Johnson, who rode one of the boards to the Open Class North American heavyweight title in 1985. The Crit board also took the Open Class Nationals and Women's North Americans. These boards look more like boat hulls, with large volume bows, and are of the type which will be used in the 1988 Olympics.

Boardsailors like to talk about fins, too. When you're whipping along at 25 knots about the only thing left in the water is the foil hanging off the stern. A couple of years ago the popular design was the "football" fin, which was wide at the bottom and narrow at the top where it attached to the board. According to Glen DeWitt of Rainbow Fin Co. in Santa Cruz, California, this proved to be hard to turn and tended to pick up debris in the water. Now the hot shape is a traditional fin configuration with the top aft section cut away. DeWitt says this cleans up the leading edge, keeps most of the surface area at the bottom of the blade and smooths out the flow of water. Larger versions of this design are coming out in 1986 for lighter air sailing.

Rigs — Photographers love sailboard rigs. They're full of bright colors and intricate patterns that make for great shots in the surf or against a shoreline. They're also becoming extremely efficient airfoils. Long gone are the days of the original, crude Windsurfer sails that came out with inventor Hoyle Schweitzer's pioneering boards. Today's hot sails are fully battened with special attachments at the mast called camber inducers to artificially hold the desired shape through a wide range of conditions.

To illustrate how fast things move in the boardsailing world, consider the rise and fall of the RAF, or rotating asymmetrical foil. Bill Hansen of Berkeley's Windwing Designs, says the RAF, which is a fully battened sail with a tight mast sleeve, became popular late

BOARDSAILING

in 1984. By the spring of 1985, however, it had been replaced with the CIS, or camber induced sail. There are many variations of



For boardsailing and surfing, O'Neill's split-toe booties give more control than the 'sock' type.

the CIS, but basically each involves a moveable mechanical connection between the battens and the mast so that the foil shape can be transferred from side to side as the sailor tacks or jibes.

San Diego sailmaker Mark Reynolds, who's better known for his one design racing sails, has added a new wrinkle to the board-sail arena. Last fall, he came out with a split batten rig for his parent company, Sobstad Sails in Connecticut. Spokesman Rick Whidden says the official name is the "radial double surface wing". The batten is split in the front quarter of the sail, resulting in a large double sleeve extending aft from the mast. "You get a better laminar air flow attachment, especially on the weather side," says Whidden. The theory is that this result will increase the pressure difference between the two sides of the sail and create more forward thrust. And thrust is what sailboarding is all about!

You can also watch for wider booms rigged lower on the mast which allow the sailor to hike out further, sails cut lower to the board to block the air that wants to slip under the sail, and more use of mast tip extenders to adapt a single spar to different size sails. The latter has come about because the previously popular method of adding extenders to the base led to more than a few broken spars. Dick Moore, a composite engineer for Ampro, a Southern California pole vault and sailboard spar maker, came up with the idea of tip extenders. They've proven both safer and less expensive. Only 12 of the 3,000 tips which Ampro has sold since August 1985 have broken, but the

masts survived to sail another day.

Accessories — Fashion is important to many boardsailors, a fact which bothers some who learned the sport wearing black wetsuits and old tennis shoes. You can still dress any way you want, but the truly hip sailboarders, and the ones you'll see in the magazine pictures, dress themselves like fashion models. As a matter of fact, some, such as Jenna de Rosnay, are models. Jenna is not only stunningly beautiful, she is the fastest woman boardsailor in the world.

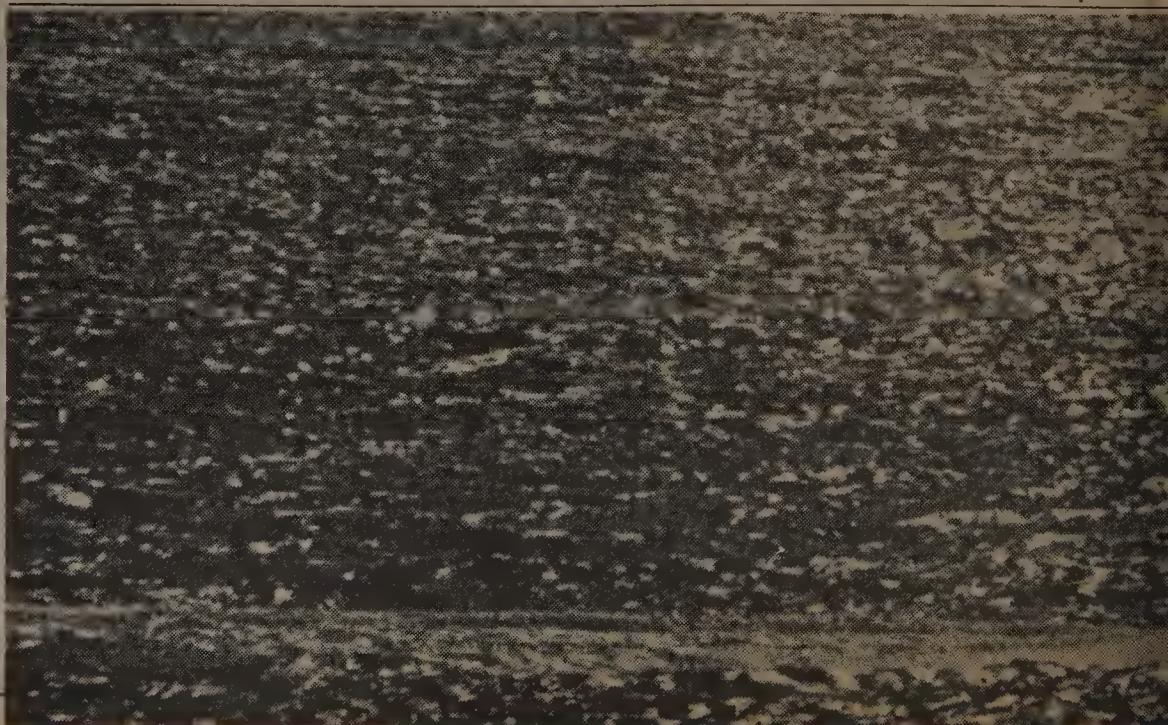
In addition to their colorful array, the protective suits now popular come in a variety of styles. There are the traditional farmer john

What do the convicts think when they see a boardsailor scream free across the sun-drenched Bay? That's hard time.

wet suits, for example, which can be complemented by a wet suit jacket for chillier weather. Two types of "dry" suit are becoming popular for those who want to extend their season into the fall and winter months. One is simply a wet suit with waterproof seals at the neck, wrists and ankles. These are made in the farmer john/jacket configuration, or as a one piece suit. The other is the looser fitting dry suit which has been popular with dinghy sailors in recent years. You can actually wear your street clothes under these and not have to strip off a clammy rubber mess at the end of the day.

Footwear is also recommended if you sail off anything but a pristine sand beach. One of the newest designs is a split toed wet suit bootie now being offered by O'Neill, the Santa Cruz, California wet suit manufacturer. Marketing manager Kelly Woolsey says the idea came from Japan, where workers in the rice paddies use similar boots for sure footing. Kelly gave some to the O'Neill team surfers and boardsailers and found they give you a better grip on the board than the sock-type bootie. "We thought it was a gimmick at first," says Kelly, "but now they're a best seller!"

The harnesses used to take the load off the sailor's arms are another area where change is constant. Chest harnesses were standard until recently, but with the increase in slalom racing and the lowering of booms on the mast, waist harnesses have become all the rage. These wide, foam padded belts give more support to the lower back, an area





High speed gybing near Greenbrae — another of San Francisco Bay's great boardsailing sites.

which can undergo considerable stress in boardsailing. Some models even add leg straps, such as one designed by San Francisco's Mark DuPaix, a practicing chiropractor who co-owns a boardsailing accessory company called Airwave. Another wrinkle is a sliding harness hook, put out by F2, which is spring-loaded and adjusts to the body's torque on both port and starboard tacks.

While the safety record of boardsailing is enviable, participants in some parts of the country are getting the heat for not wearing life jackets. Problems over this issue have

been reported on both the East and West Coasts, including instances of sailors being arrested! To address this issue, Omega, the Boston life jacket manufacturer, has come out with a harness that doubles as a Coast Guard approved vest.

These are just some of the developments currently happening in boardsailing. There's a good chance that by the time you read this, the above information will be obsolete. Things move fast in the boardsailing world, and not only on the water!

ANother Northern California boat and board sailor who's been very fast on the water recently is Dusan Mills. The owner of the classic Rhodes yawl, Xanadu, Mills went back to Cocoa Beach, Florida last month and won the Master's Division of the state boardsailing championship, a one-design competition for boardsailors over 35 using

this year's five world cup events to be held in the United States. One hundred of the top professional boardsailor's in the world will battle it out, several of whom make six figure incomes from their boardsailing talents. The event will feature both triangle and slalom competitions. The slalom is the most exciting to watch, as it's man on man competition through a series of buoys, with only three from each group of six advancing to the next round.

How good are these boardsailors? Mills says that when the event was last held on the Bay two years ago, the wind was blowing an average of 35 knots for the last race. "It didn't phase them at bit," he remembers, "it was a circus!"

The Stroh's Pro-Am is the United States slalom championship. The top sailors from six areas around the country, three on each coast, qualify for the nationals by placing high in their region. The very best of them will meet on San Francisco Bay August 16 and 17 for the Nationals. The field will consist of about two dozen of the folks from the



Mistral Superlights. He also placed seventh in the open competition, which consisted of five races on a modified world cup course.

Winning the Masters with five bullets was exciting, but not the highlight of the week. That honor belonged to watching Cape Canaveral rocket explode at launch as the fleet sailed in after the final race.

Back home in Sausalito, Dusan explained that it's going to be an extraordinary year for boardsailing on San Francisco Bay. The two really big events will be the WSMA World Cup and the Stroh's Pro-Am Nationals.

The WSMA World Cup is top flight international competition. The June 27 to July 6 event off Crissy Field will be the only one of

The 'Tinkler Tail', for those who want to be extra loose.

World Cup and about 30 or 40 of the best boardsailors in the United States.

Those are the world class real biggies. In addition to them, Dusan counted 17 major regional regattas in the western United States to be held between June and September. The most prestigious and popular among these local events are the Jantzen Golden Gate Crossing on July 6 and the O'Neill Long Distance Classic on June 22.

The Jantzen involves a race across the Gate to the Marin side, a brief reorganiza-

BOARDSAILING '86

tion, and then a race back to the City Front. Robby Naish, the brilliant boardsailor, won this event in unconventional fashion last year. He was first crossing to Marin, but then had to dash back to San Francisco for some business. He sailed back over to Marin just in time to make the start back to the City Front, and then won that leg, too. He holds the record, 19 minutes and 30 seconds, for the 4.8 mile course.

The O'Neill's Long Distance Classic is a 20-miler that starts off Crissy, goes back and forth across the Bay before finally ending up in Berkeley. Besides being a very long race, there's some do or die strategy involved. Right at the start competitors have to pick what size rig they're going to use for the entire race. If it blows light and you picked a small rig, you'll get trounced. But also pity the poor competitor who goes for a huge rig and is stuck trying to control it in 30 knots of wind. You make your pick and you take your chances.

A new kind of competition that's catching on in the boardsailing world is speed trials; how fast can you cover a 100 meter



LATITUDE 38/SARAH

Dusan Mills of Sausalito recently won the Masters division of the Florida state boardsailing competition.

course as timed by a radar gun. They tried this earlier this year in an irrigation ditch in Southern California and attracted 205 of the best boardsailors in the world. And while the wind had blown 100 miles per hour the week before the competition was to be held, it didn't blow at all for the five days of the event. They left the equipment in place, however, and someone racked up a speed of 33 knots the following week, driven by 50 miles per hour of wind.

If this sounds interesting, you might want to check out the California Boardsailor Speed Check to be held June 20-22 at the Los Banos-San Luis Reservoir.

When you read the various sailboarding magazines, you'll always see the dramatic shots of wave-jumping in Hawaii. Much to our surprise, Dusan says that Hawaii is, in one way, nowhere in the boardsailing world. The problem is that only they have ideal wave-jumping conditions, so nobody else does it much. Thus that's a rather esoteric area of the sport.

As for San Francisco, he says, "We have the best summer conditions in the United States. Period."

— shimon van collie

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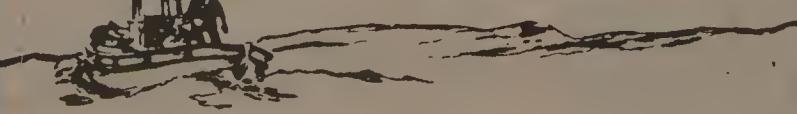
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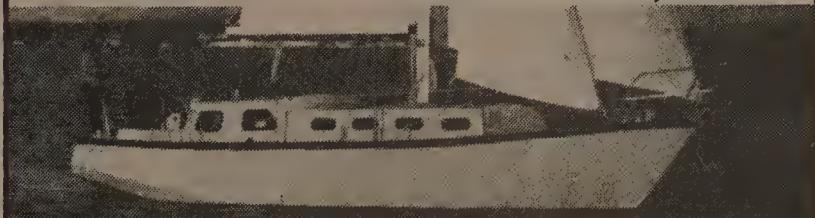
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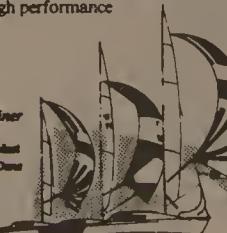
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THE RACING

Racing season is back in full swing as there's more happening out there than you can shake a tiller stick at. In our futile attempt to keep tabs on it all, this month we have reports on the **Trans-Tahoe, Montara/Farallones Race, San Francisco Challenge Cup, the President's Cup, the Vallejo and Coyote Point season openers, the finish of the Whitbread 'Round the World Race, upcoming Specialty Races** and tons more.

LATITUDE 38/RICHARD

Trans-Tahoe Regatta

Like most races, the Trans-Tahoe began when a group of eight or nine sailors decided it might be fun to race across the lake and back. That was almost 20 years ago. Succeeding years saw more and more boats joining in, but for a long time, things remained pretty informal. The first boats to finish acted as race committee, taking the times of later finishers. Boats that finished after midnight recorded their own times or phoned them to one of the member's homes.

These days, the level of sophistication is on a par with the number of participants. The 1983 race, largest of all Trans-Tahoe Regattas to date, saw 116 boats — about 800 sailors — cross the starting line on a warm July morning. For the past two years, the Bay's own YRA starter Doug MacVae has directed the start. He and his able crew have then stayed on station to record finish times until the wee hours of the morning.

The types of boats and sailors who enter the Trans-Tahoe are as varied as you can get. They range from Sunday trailer-sailors to family-crewed racer-cruisers to the hottest hot-shot sailors on the latest in go-fast ULDBs. The TT is one of the original "Something for Everybody" races. The only qualifications you must meet are that your boat be a self-righting, keel-type monohull with a current PHRF rating.

This year's race, the 19th Annual Trans-Tahoe event, is set for the 5th of July. We tell you this now because we know from personal experience that it often takes a month to figure out how to get the boat up there if you don't have a trailer. We can also tell you from personal experience that it will be worth the effort if there's any wind. (You should be aware that sometimes there isn't.) Entries this year will be divided into five divisions based on Southern California PHRF ratings. Individual classes will be established for five or more preregistered class boats that start the race.

New to the race this year will be team rac-

ing. Racers can preregister three boat teams. Each member of a team must be from a different division, and boats that are registered to race in a class or division are also eligible to race as part of a team. It's all as clear as mud to us. More information on team entry and scoring will be provided in the entry forms.

Awards, no-host picnic and race rehash will take place at the Tahoe YC on July 6. For more, contact TYC Staff Commodore John Utter at (702) 786-2255 days or (702) 826-2319 evenings.

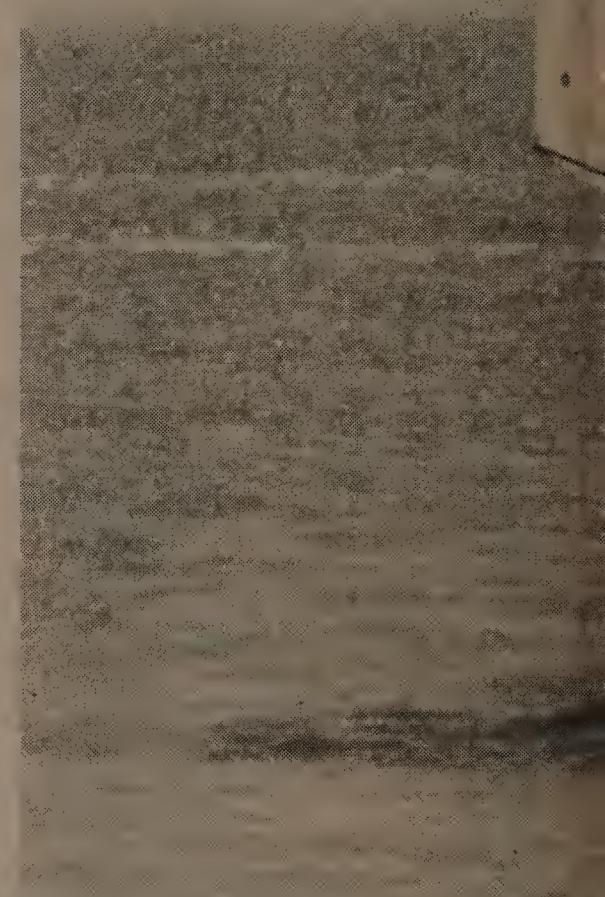
Montara/Farallones

The May 10 Montara/Farallones got the ocean racing season off to a rip-roaring start. The wind roared and the sails ripped. Twenty-six boats started the ocean racing season opener. Six finished.

"It was the roughest I've ever seen," says Bobbi Tosse aboard Dean Treadway's *Sweet Okole*. "The wind indicator was registering a steady 40 with gusts to 45. The radio report reported eight to ten foot seas eight seconds apart. It was the eight seconds that was the killer."

As did most boats, *Sweet Okole* ran down to Montara under minimum canvas, double reefed main and number three. "Dean looked up at one point and said, 'Gee, I'll have to get that number four fixed.' If we'd have had it onboard, we'd have had it up." Treadway made the decision to abort the race on the way back up to the Farallones when, as Tosse puts it, "We were running out of well crew."

Things weren't much better aboard *Bladerunner*, but Bill Twist and crew stuck it out to take IOR I, one of only four boats to finish the division. "The front guy on the weather side gave a whole new meaning to the phrase 'blow your cookies,'" says crewman Alan Weaver. "He puked the Oreos he'd been eating all over everybody on the weather side. Fortunately, we stuffed a wave right after that that rinsed us off. Everybody applauded the skipper for that



one.

"Everyone was starting to nod coming in, so we put a 2.2 ounce kite up at Pt. Bonita. It worked. We were hitting 16 and 17 pretty consistently, and hit 19 knots once (reportedly the fastest the Reichel/Pugh 47 has ever gone — Ed.) We also broke a jib halyard and poked a hole in the main. But it was fun — after we got in. I still feel like I've been beat up in a dark alley."

To give credit where credit is due, here are the finishers.

IOR I: 1) *Bladerunner*, Reichel/Pugh 47, Bill Twist; 2) *Clockwork*, Nelson/Marek 41, Lee Otterson/Bill Pingree; 3) *High Risk*, Smith Custom, Jim Mizell; 4) *Arbitrage*, X-one ton, Dennis Surtees. 9 starters.

IOR II — 8 starters, no finishers.



PHRO — 1) Bones VII, Contessa 43, Bill Chapman; 2) Ringmaster, Express 37, Leigh Bright. 9 starters.

The San Francisco Challenge Cup

Last year the Balboa YC came up to San Francisco Bay with the Alan Andrew's designed *Impact* and beat the St. Francis YC's *Coyote* in the one race San Francisco Challenge Cup. That means that on July 6 the St. Francis is going to have to go all the way down to the Balboa YC in Newport Beach to get the darn thing back.

The retriever they've selected is the Carl Schumacher designed *Wall Street Duck*. John Bertrand will be at the helm. Balboa will be defending with the combo that won for them last year, Tom Wilson driving *Impact*.

505 sailors are often on a different plane than the rest of us.

Mystery Maneuvers Revealed

Ron Pellegrino was one of several readers to correctly identify the boat (below) and the strange antics it was performing in a series of four photos in last month's *Racing Sheet*. Here's his version, which is better than anything we could have made up.

"Here's the real story. Prior to the start of the Wheeler Regatta and while the postponement flag was up, the fleet was drifting towards Angel Island with the 2-knot ebb. There was no wind at all. *Dark Horse* (an X 1-ton, the grey hull in the picture) moved in toward Berkeley, set her chute and motored backwards to fill it!"

"Being a competitive group of sailors, we (Stuff, the Peterson 3/4-ton with blue hull) set our chute, put the motor in reverse and raced her backwards toward Angel Island. Unfortunately, our folding prop wouldn't give us much bite, and *Dark Horse* ran circles around us. However, we performed a backwards gybe perfectly! Maybe that's a first."

"I'll take a large t-shirt, please. How about one for all of the Stuff crew — Jeff, Jim, Rick, Doug, Craig and Pete?"

Kind of pushy, aren't you, Ron? But we guess a backwards gybe is worth something. Let's see, one for all of the crew, eh? One of our size XXXXLLL shirts ought to do the trick, but you'll have to cut some extra arm holes. It's in the mail.

THE RACING

Whitbread

SAS Baia Viking crossed the finish line in Portsmouth at 0749 on May 21, bringing to a close the fourth running of the world's longest crewed race — the seven month, 27,000-mile Whitbread Round the World Race.

Initial reports coming out of England are calling this Whitbread the most exciting of them all. If the finishes are any indication, they could well be right. First to finish UBS Switzerland broke the old Whitbread record by 2 days, 16 hours and 2½ minutes. And Cote D'Or and Lion New Zealand corrected out to within one minute and three seconds of each other; this after racing 6,149 miles home from Punta Del Este, Uruguay. (It didn't help Cote D'Or much, though. The 82-ft Joubert/Nieveld sloop was carrying a 90-hour penalty from her keel change in New Zealand.)

Only two out of the 15-boat field were not official finishers. NZI Enterprise had to retire from leg three with a broken mast. Atlantic Privateer, the only American entry, was also out of the overall standings for breaking two masts on the first leg. We hope to bring you more in depth coverage of this epic marathon in a future issue. For now, here are the official standings.

Overall handicap place	Skipper	Division	Elapsed time place
1. L'Esprit D'Equlpe	Lionel Pean	C	(7)
2. Phillips Innovator	Dirk Nauta	C	(5)
3. Fazer Finland	Michael Berner	C	(6)
4. UBS Switzerland	Pierre Fehlmann	A	(1)
5. Rucanor Tristar	Gustaaf Versluys	D	(10)
6. Fortuna Lights	Jordi Brufau, Toni Gulu	C	(8)
7. Lion New Zealand	Peter Blake	A	(2)
8. Drum England	Skip Novak	A	(3)
9. Equity and Law	Pleun van der Lugt	D	(11)
10. Cote D'Or	Eric Tabarly	A	(4)
11. Shadow of Switzerland	Nora & Otto Zehender-Mueller	D	(12)
12. Norsk Data GB	Bob Salmon	A	(9)
13. SAS Baia Viking	Jesper Norsk	D	(13)

Division winners: Division A — UBS Switzerland; Division C — L'Esprit D'Equlpe; Division D — Rucanor Tristar. (There was no Division B.)

The East Coast Report

Last month's big event on the East Coast was the Brenton Reef Series, which is the trials for the United States Sardinia Cup team. While there were many good boats and good sailors in attendance, it didn't quite match last year's Admiral's Cup trials standard — except in one terrible respect: It was even colder than last year! Making friends everywhere was Ben Mitchell, who insisted on an overnight race in which the wind chill factor got down to the 30's. Ben wasn't cold, however, the boat he was crewing on broke down and didn't start. You've got to love it.

Besting fine boats such as SORC winner Abracadabra, Calculated Risk, Springbok, and Infinity, was Sky High, the old Joubert/Nivlet Outsider. Midnight Tiger, a Dobroth 42 was second, while Slip Sliding Away, a G&S 39 was third.

However, since the second and third finishers have decided not to sail in the Sardinia Cup, the third team position was to go to fourth place's Advantage, a Baltic 42 version of the Farr 43 Snake Oil. However, since they don't want to do Sardinia either, the third team position goes to Nitissimo, the Frers 50.

Newport was a great place for rumors during the series, many of them about the new Kialoa, which is being completed in 12 Meter style secrecy in Spain. The rumors are that the Frers aluminum design will be 74 feet long, have large headsail and a small main, be very beamy — and we've saved the best for last — have such low freeboard that they'll only be 3.5 feet headroom inside. Do you believe that? Another rampant rumor was the the new Golden Gate Challenge 12 had to be cut in half so they could add six inches to bring it to rate 12 meters. Do you believe that?

This month is the Onion Patch Series and the Bermuda Race on the East Coast. The maxi's will be sailing a parallel series called the DuPont Cup. Participating maxis are expected to include Condor, Matador, Sassy, Nirvana, Boomerang, and perhaps the new Ondine. They'll be another maxi series off Newport in August, this because the maxi owners have decided there are wiser things to do this summer than race off Greece and Italy.

As for Abracadabra, she's said to be scheduled for this August's Kenwood Cup in



Hawaii.

— gregg wrisley

Oakland to Catalina

Once considered a "last resort" event for those who couldn't afford Pacific Cup/TransPac, the Oakland to Catalina Race now stands as its own as one of the premier ocean races of the whole year. Consider: It is a downwind run with all the same thrills of the Hawaii races except that it lasts for four days instead of eight to twelve; Avalon rivals any Hawaiian city for warmth, atmosphere and hospitality; and the area offers wonderful cruising for owners and their families after the race.

The Oakland YC has added a few improvements to this year's 9th running of the Oakland to Catalina. For one, the July 7 start will be off the St. Francis instead of the mouth of the Estuary. Last year, only a few boats cleared the Gate before a strong flood trapped most of the fleet for the morning. The other change is that a committee boat will take finish times at Catalina. Last year, boats taking their own times led to misunderstandings and some hard feelings.

Among participants already signed up for what can legitimately be considered a "classic" race, despite its youth, are 1985



LATITUDE 38/JOHNR

Jim Svetich's 'One Eyed Jack' is one of several Express 37's expected to race to Catalina in July.

winner Andy Hall on his Newport 30, *Danville Express*, Hal Nelson's MacGregor 65, *Zeus*, Jim Svetich's Express 37, *One Eyed Jack* and a half-dozen other boats. This is a wide open field, by the way, and definitely not for hot rods only. Last year, a Hans Christian 42 missed overall honors by less than a minute.

OYC's Bill Xavier is expecting a record fleet this year, and urges all interested boat owners to sign up by mid-June (entry fee, \$125) to avoid last minute confusion. Oakland YC will hold a western kick-off party for the fleet on July 5, complete with live music, and the victory party/barbecue in Avalon is always well attended and appreciated. For more on the Oakland to Catalina Race, call OYC at 832-6757, or Bill Xavier (evenings) at 828-9138.

Wooden Boat Wednesdays

May 7 marked the beginning of the 25th year of Wednesday night racing for the Golden Gate YC. It all started back in 1961 when a group of old world Scandinavian sailors got together to show us yanks how it was done. The Knarr fleet joined the fun the

next year, and the year after that, the ICs came in to round out the "Nordic Classes" races. As far as we know, this was the first of the evening series on the Bay. It also became the seed organization that would grow into WBRA, the Wooden Boat Racing Association.

As in previous years, the Folkboat fleet invites "guest stars" to crew and skipper on fleet boats the first Wednesday of the year. For the first time, the Knarr fleet also invited some local talent aboard this year. As the theme for this year was America's Cup, both Tom Blackaller and Craig Healy were on hand, skippering Knarrs and Folkboats, respectively.

Healy took first in the 13-boat Folkboat fleet on Mickey Waldear's *Folksong*. Second in fleet was guest skipper Jim Coggin, a Soling sailor, on Mike Weber's *Odin*. Al Zimmer was third on his own boat, *Fleetwood*.

In the Knarr fleet, John Kostecki, sailing Peter Culley's *Le Carnard*, narrowly edged out Blackaller on John Jenkins' *Lord Nelson*. Regular Terry Anderlini on *Benino* brought up third in this 20-boat field. Regulars Bob Grigsby on *Undine* and Noel Markley on *Harem* took the top two spots in the 7-boat IC fleet.

The GGYC Wednesday nighters have

figured out a nifty way to deal with the sometimes fickle evening winds. Each leg of their weather and leeward legs passes through the start/finish line. That way, the race committee can stop them at any time if the need arises. The close-in racing also makes the club roof a great place to spectate from. For more on the Wednesday nights, call race chairman Mike Weber at 285-3952.

Vallejo Race

"It was a classic Vallejo Race," said one participant of the May 3 and 4 up and back event. This after he'd regaled us with a rundown of the beautiful wind and weather, both coming and going, the huge raft-up, the good food and drink, the fabulous hospitality of the Vallejo YC folks, the great spinnaker run down San Pablo Bay — everything that always makes this half of the season opener one of the most popular of all Bay races.

More than 300 boats in 24 classes signed up to race this year. Not quite that many actually competed. The Saturday starts were on the Berkeley Circle, and as soon as everyone turned the corner, spinnakers started going up. It was quite a view from the bridge — a colorful and continuous line of spinnakers stretching from San Francisco to San Pablo Bays — and an even better view from East Brother Lighthouse. The weekend of the Vallejo race is also the most popular weekend of the year for the unique little bed and breakfast at the entrance to San Pablo Bay. About 200 people made reservations months ahead of time to be there Saturday. For \$25 a head, they got lunch, beer and wine, and ringside seats for one of the more spectacular events on the Bay.

Zeus, Hal Nelson's MacGregor 65, was the first boat in on Saturday, finishing about 2:10. Bill Ormond's Express 37 *Pazzo Express* took the fastest elapsed time: 2 hours, 26 minutes. Arriving boats piled into the harbor in a steady stream until, says race chairman Pat Lane, "You could walk from one side to the other and not get your feet wet." To celebrate returning to his former yacht club, *Wide Load*'s Sam Bonavich released some 100 helium balloons as he came in. (Where in heck do you store 100 helium balloons on a racing Santana 35?)

"We figure we had about 2,500 people in the club at one time or another that evening," says Lane. "We went through 74

THE RACING



cases of beer, seven cases of plastic glasses and 900 pounds of ice. That's not bulk ice, it all went into drinks. We served 361 dinners. The six-piece band stopped at 1:15 and the place finally cleared out about 2. They started lining up for breakfast at about 5, but it took until 6 to get the place cleaned up. Then we served 414 breakfasts and 600 gin fizzies. I think I had most of them."

The Sunday start was a reverse handicap, with the smaller boats starting first and then the larger in order of handicap. At the San Francisco end, the race committee finished all 272 of them in 55 minutes. "There wasn't much time to look at the sheets," says Lane. Competition was close within individual classes, too. All 12 Express 37's finished within four minutes of each other, and 15 J/24s finished within one minute of each other!

In keeping with the spirit of the weekend, even the almost disaster — a collision resulting in injury — turned out well. It occurred before the Sunday start when Bill Sweitzer's Olson 29, X TA C and an Express 27 zipped when they should have zagged and ended up crunching. Caught by surprise, crewman Todd Hill was unable to vacate his station on the weather rail before getting pretty banged up. Fortunately, Todd's injuries turned out to be bruises rather than breaks. Young people are like that. He should be back out racing well before you read this.

Of particular note, we'd like to recognize the doubleheader winners; the boats that won both coming and going. There were

seven this year: Chris Corlett on *Wave Train*, Tony Soter on *Three Sheets*, Ray Nelson on *Freyja*, Dennis Andrews and Nancy Rogers on *Boog A Loo*, Bill Ormond on *Pazzo Express*, Larry Telford on *Antares* and Jim Fair on *Chesapeake*. Congratulations, folks.

Coyote Point

On last year's Coyote Point race, boats didn't so much beat back to the Bay on Sunday as take a beating going back. Wind and tide and the vicious chop they combined to

set up broke boats and bruised sailors.

This year, conditions couldn't have been more opposite. The wind was just right, the water was flat, and the sun was shinin'. "I think the weather really turned out ideal," says race organizer Bob Perdriau. Curiously, attendance was off from last year. The 97 participants "are about half of what we would normally expect," says Bob.

That may have been a function of circumstance as much as anything else. YRA's season opener has long been divided into two fleets — half the One Designs and the

VALLEJO

Saturday

HDA F — 1) *Tres Equis*, Beneteau 10, Rich Lowry, SYC; 2) *Svendie*, Custom, Sven Svendsen, STFYC; 3) *Grand Jeté*, Soverel 33, Bill Patry, CYC.

HDA H — 1) *High Frequency*, Wavelength 24, Craig Bell/Roger Merle, FLYC; 2) *Pearl*, Olson 25, Bill Riley, TYC; 3) *Humbolt Pie*, Humbolt 30, Gilbert Sloan.

HDA J — 1) *Wave Train*, Olson 911s, Chris Corlett, STFYC; 2) *Wild Goose*, Nordic 40, Sue and Jim Corenman, GYC; 3) *Screamer*, Schumacher custom, Dick Horn.

HDA K — 1) *Chorus*, Kettenberg 38, Peter English, STFYC; 2) *Meridian*, Morgan 382, John Jones, VYC; 3) *Sonata*, Lapworth 39, Frank Lockwood/Don Weaver, RYC.

HDA L — 1) *Intrepid Fox*, Cal 34, Tim Fitz-Maurice, CSC; 2) *Suzi*, Davidson 1/4-ton, Rod Eldredge, BYC; 3) *Confusion*, Yamaha 24, Ron Stou, RYC.

HDA M — 1) *Three Sheets*, Sprinta Sport, Tony Soter, CSC; 2) *Red Rider*, C&C 24, Steve and C.J. Rankin, OYC; 3) *High Hopes*, (boat type and owner unavailable).

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HDA P — 1) *Lelo*, Santana 27, Emil Carles, OYC; 2) *Tyk*, Anacapa 40, William Snyder, SFYC; 3) *Angel Ann*, Ericson 27, Don Herzer, CSC.

CAL 2-27 — 1) *Party Line*, Barnhill/Graham, RYC; 2) *Temptation*, Rollye Wiskerson, RYC; 3) *Breezin'*, Rod Sievers, RYC.

CATALINA 27 — 1) *Freyja*, Ray Nelson, RYC; 2) *Double Expresso*, Alex Fisenko, CSC; 3) *Il-Shay*, John Jacobs, STFYC.

CATALINA 30 — 1) *Biophilia*, D. and C. Gallup, EYC; 2) *Mona Too*, Dave Halaby, BYC; 3) *Class Action*, Dean Dietrich, STFYC.

CAL 29 — 1) *Boog A Loo*, Andrews/Roger, SFYC; 2) *20/20*, Phil Gardner, EYC; 3) *Fantasy*, R. and D. Clark, IYC.

EXPRESS 27 — 1) *Bessie Jay*, Monroe Wingate, STFYC; 2) *Friday*, John Liebenberg, RYC; 3) *None*, William Worden, AYC.

EXPRESS 37 — 1) *Pazzo Express*, Bill Ormond, STFYC; 2) *Morningstar*, Lawrence Doane, STFYC; 3) *Warpacth*, Fred Howe, SYC.

ISLANDER 28 — 1) *Sagitta*, Fred Conta, TYC; 2) *Jose Cuervo*, Sam Hock, SYC; 3) *Shanghai*, Ken Jesmore, SFYC.

ISLANDER 30 MKII — 1) *Antares*, Larry Telford, BYC; 2) *Current Asset*, John Bowen, IYC; 3)



EDWIN WARTBURG, SR.

The crowd at Vallejo. Does Guinness have a 'largest raft-up' category?

IOR boats go to Coyote Point, the other half of the One Designs and the PHRF boats go to Vallejo. (Next year it will be the other way around.) This year, the Coyote Point-bound one design classes were smaller and the IOR classes fewer.

There was certainly no lack of festivities, activities or enthusiasm among those who did participate, though. A highlight of the Saturday evening dinner and dancing were

videotapes made during the race. "Those were really well received," says Bob. "People got a big kick out of seeing themselves 'on TV.' " As in Vallejo, the band played late, the boats rafted deep and the people left smiling.

Also like Vallejo, there were many up and back winners racing Coyote Point this year. In no particular order, they are: Leland Wolf's *Wolfpack*, Richard Stuart's *Shay*, Ernest Dickson's *Ventura*, Paul Wells' *Sleepyhead*, J.D. and Pat Vincent's *Mercedes*, Ken Speer's *Artesian*, Doug

Sheeks' Bitchin', Richard Campbell's *Silver Cloud*, Bruce Darby's *Mariner*, Lou Mann's *Howlin' Owl* and Mike Sheats' *Ouzel*.

Long Beach Race Week

Southern California's 'Big Boat Series', Long Beach Race Week, apparently will draw a good fleet of Northern California boats this year.

The club confirms these local boats have already signed up: W.R. Brockhoff's *J/41*, *Liquid Sky*, and the following three one tonners: Rod Park's *Glory*, Bruce Stone's

— COYOTE POINT RESULTS

Anonymous*, E. and N. Perkins, TYC.

ISLANDER 36 — 1) *Prima Donna*, Eric Warner, RYC; 2) *Tom Cat*, A. and K. Sebastian, IYC; 3) *Fast Forward*, Bruce Block, SFYC.

J/24 — 1) *Storm Trooper*, Dinni Waters, SFYC; 2) *Quibble*, D. and W. Bonander, SSC; 3) *Exocet*, Keith Milne, STFYC.

J/29 — 1) *ESC*, Mark Roos, STFYC; 2) *Maybe*, John Williams, SYC; 3) *Smokin' J*, Don Trask, STFYC.

MERIT 25 — 1) *Chesapeake*, Jim Fair, CSC; 2) *Paddy Murphy*, Jim Reed, IYC; 3) *Redline*, Gerald McNutt, IYC.

NEWPORT 30 — 1) *Topgallant*, Frank Hinman, SFYC; 2) *Danville Express*, Andy Hall, EYC; 3) *Mintaka*, Gerry Brown, PAYC.

OLSON 30 — 1) *Suommu*, Bradshaw/Baillard, Los Gatos YC; 2) *Hot Streak*, Don Young, MYCC; 3) *Zephyros*, Dave Oliver, IYC.

RANGER 23 — 1) *Twisted*, Don Wienke, SYC; 2) *Smokey*, John Nelson, CSC; 3) *Masked Man*, Wallace Murray, CSC.

SANTANA 35 — 1) *Celerity*, Ted Hall, STFYC; 2) *Tinsley Light*, Hank Grandin, SFYC; 3) *Wide Load*, Sam Bonavich, MYCO.

TARTAN TEN — 1) *QE 3*, Richard Bates, SFYC;

2) *Spartan*, Robert Potter, SFYC; 3) *Sportin' Life*, Greg Pfeiffer, RYC.

Sunday

HDA F — 1) *Jackrabbit*, Islander 40, Dave Liggett, LGYC; 2) *Grand Jeté*; 3) *Gemini*, Baltic 38, Dave Fair, BYC.

HDA H — 1) *Paradigm Lost*, Olson 25, Andy Hegedus, CSC; 2) *High Frequency*; 3) *Capriccioso*, Capo 26, Harry and Lois Lutz, IYC.

HDA J — 1) *Wave Train*; 2) *Screamer*, Schumacher Custom, Dick Horn, RYC; 3) *Wavelength*, Cal 33M, John Demeter, IYC.

HDA K — 1) *Sonata*; 2) *Pretty Penny*, Mull 30, Roger Strawbridge, CYC; 3) *Chorus*.

HDA L — 1) *Crinan*, C&C 30, Bill West, EYC; 2) *Confusion*; 3) *Don Wan*, Santana 28, Don Kunstler, TYC.

HDA M — 1) *Three Sheets*; 2) *High Hopes*; 3) *Wild Wind*, Islander 30 MkII, Doug McVae, RYC.

HDA P — 1) *Tyk*; 2) *Lelo*; 3) *Angel Ann*.

CAL 2-27 — 1) *Con Carino*, Gary Albright, RYC; 2) *Wanika*, Steve Wilson, CSC; 3) *Zephyr*, Bruce Nesbit, RYC.

CATALINA 27 — 1) *Freyja*; 2) *Hi-Shay*; 3) *Latin Lass*, Bill Chapman, CSC.

CATALINA 30 — 1) *Revisions*, Dave Jacoby, MBYC; 2) *Class Action*; 3) *Underdog*, Randy Roe, SRYC.

CAL 29 — 1) *Boog A Loo*; 2) *Fantasy*; 3) *20/20*.

EXPRESS 27 — 1) *Yeofly*, Eliel Redstone, STFYC; 2) *Bessie Jay*; 3) *Friday*.

EXPRESS 37 — 1) *Pazzo Express*; 2) *Mainframe*, Baldwin/Sapers, SYC; 3) *One Eyed Jack*, Jim Svetich, MPYC.

ISLANDER 28 — 1) *Summertime*, Bruce Sams, SFYC; 2) *José Cuervo*; 3) *Sagitta*.

ISLANDER 30 MkII — 1) *Antares*; 2) *Current Asset*; 3) *Gold Rush*, Jim Lucas, BYC.

ISLANDER 36 — 1) *Dakota*, Van Selvig, TYC; 2) *Wild Onion*, Allan Schuman, STFYC; 3) *Juggernaut*, Frank Tomsick, SFYC.

J/24 — 1) *Frick N' Frack*, Claussen/Lindsey, RYC; 2) *Slippery When Wet*, Nick Udall, IYC; 3) *Chubs Dig It*, J. Peter Young, CSC.

J/29 — 1) *Maybe*; 2) *Smokin' J*; 3) *Black Lace*, Erlene Tankersley, SYC.

MERIT 25 — 1) *Chesapeake*; 2) *Peppermint Patty*, Dennis Fritts, BYC; 3) *Paddy Murphy*.

NEWPORT 30 — 1) *Topgallant*; 2) *Mintaka*; 3) *George Girl*, Tom Goodwin, ACYC.

OLSON 30 — 1) *Suommu*; 2) *Little O*, Richard

THE RACING



The Donovan 30.

Arbitrage, and Irving Loube's *Coyote*. Other possibles include *Wall Street Duck*, *Hip Shot Percussion*, *Bladerunner* and almost certainly, Jim Mizell's *High Risk*.

Long Beach Race Week is an excellently run series that includes the cream of the Southern California IOR crop. About 65 entries are expected this year, including the

maxi sleds. If you're interested, call Randy Morris at (213) 498-2026. But don't delay, the racing starts on June 19.

Donovan's Debut

New, and especially radical new sailboats are risky investments. They don't perform up to expectations and there you are, stuck with an uncompetitive boat that you can't sell to save your soul. The new *Wolfpack*, though, is a triple risk: It has yet to be proven, it is totally unlike any of the big, displacement *Wolfpacks* that went before, and it is the first race boat to carry the name of designer Jim Donovan.

Jim is the latest fledgling from the Gary Mull design group to test his wings with a design of his own. Rather than start with something safe, though, Donovan cast conservatism to the wind and came up with a potential Corvette in a world of Buicks.

To begin with, the Donovan 30 is not built to suit any particular rule. Jim figures she'll rate three feet higher in MORC than the next boat and still clean all their clocks. The boat will also be lighter (3,150 lbs — just about

VALLEJO — COYOTE POINT RESULTS

Spindler, CSC; 3) Zephyros.

RANGER 23 — 1) Smokey; 2) Twisted; 3) Impossible, Kneeland/Newberry, SYC.
SANTANA 35 — 1) Wide Load; 2) Celerity; 3) Dance Away, Robert Bloom, CSC.
TARTAN TEN — 1) Sportin' Life; 2) QE 3; 3) Abba-Zaba, Matt Copenhaver, SFYC.

*Protest pending.

COYOTE POINT

Saturday

IORDA A — 1) Wolfpack, Peterson 48, Leland Wolf, ***; 2) Fast Company, Pyramid 45, Arne Jonsson, EYC.

IORDA B — 1) Dark Horse, 1-ton, Don Horn, RYC; 2) Liquid Sky, J/40, Bob Brockhoff, SCYC; 3) Leading Lady, Peterson 40, Bob Klein and Stan Reisch, RYC.

IORDA C — 1) Magic, Wylie 34, Malcolm Gregory, RYC; 2) Annalise, Wylie 34, Paul Altman, IYC; 3) Killin' Duck, Wylie 34, George Creamer, RYC.

ARIEL — 1) Sin Bin, Wally Graham, SFYC; 2) Bar Taut, Skip Henderson, SYC; 3) Jubilee, Don Morrison, RYC.

CAL 25 — 1) Amistar, John Speh, SFYC; 2) Cinnabar*, Ed Shirk, BYC; 3) Whimsical, Dansklin/Ston, DSC.

CATALINA 38 — 1) Gratia, Duane Junkin, CPYC;

2) Nob Hill, Cameron/Coons, EYC; 3) Rum-Tum Tugger, Bob Campbell, RYC.

CHALLENGER — 1) Shay, Richard Stuart, SCC; 2) Murphy's Law, William Murphy, CSC; 3) Osprey, Jim Adams, SCC.

CORONADO 25 — 1) Ventura, Ernest Dickson, RYC.

GOLDEN GATE — 1) Pajarita, Bob MacDonald, BVBC; 2) Sanderling, Tom Anderson, SFYC; 3) Kunipo, Crispin Kraft, BVBC.

EXCALIBUR — 1) Howlin' Owl, Lou Mann, TYC; 2) Perezoso, Denny Sargent, SCC; 3) Merlin, Adam Gamble, STFYC.

HAWKFARM — 1) Mercedes, J.D. and Pat Vincent, RYC; 2) Cannonball, Rick Schulte, RYC; 3) El Gavilan, Jocelyn Nash, RYC.

ISLANDER BAHAMA — 1) Artesian*, Ken Speer, CSC; 2) Alternative, Mike Sheets, PAYC; 3) Menehune, Mike Mueller, HMBYC.

MOORE 24 — 1) Bitchin', Doug Sheeks, CSC; 2) Wet Spot, Mike O'Callaghan, STFYC; 3) Gall Force, Galt Kinstler, RYC.

NEWPORT 30 — 1) Silver Cloud, Richard Campbell, CSC; 2) Ruckus, Paul Von Wiedenfeld, PYC; 3) Max Q, Stephen Mende, IYC.

RANGER 26 — 1) Mariner, D. Bruce Darby, SFYC; 2) My Toy, Dave Adams, PYC; 3) Onager, Mike Creazzi, SFYC.

THUNDERBIRD — 1) Ouzel, Mike Sheets, CSC; 2) Crazy Jane, Doug Carroll, GGYC; 3) Toots, Curtis

King, DSC.

TRITON — 1) Sleepyhead, Paul Wells, PSPY; 2) Viking, Mike Borgerding, IYC; 3) Sanctuary, Richard Aston, CSC.

Sunday

IORDA A — 1) Wolfpack, Peterson 48, Leland Wolf, CPYC; 2) Fast Company, Pyramid 45, Arne Jonsson, EYC.

IORDA B — 1) Leading Lady, Bob Klein/Stan Reisch, RYC; 2) Defiance, Lidgard 40, Bernd Gadow, NPYC; 3) Arbitrage, X 1-Ton, Bruce Stone, DSC.

IORDA C — 1) Wildfire, Ranger 37, John Clauser, BYC; 2) Magic, Wylie 34, Malcolm Gregory, RYC; 3) Annalise, Wylie 34, Paul Altman, IYC.

ARIEL — 1) Jubilee, Don Morrison, RYC; 2) Sin Bin, Wally Graham, SFYC; 3) Pathfinder, Ernest Rideout, SCYC.

CAL 25 — 1) Cinnabar, Ed Shirk, BYC; 2) Tilt, A. and J. Demarches, BBYC; 3) Amistar, John Speh, SFYC.

CATALINA 38 — 1) Park Place, Mike Robinson, EYC; 2) Rum-Tum Tugger, Bob Campbell, RYC; 3) Nob Hill*, Cameron/Coons, EYC.

CHALLENGER — 1) Shay, Richard Stuart, SCC; 2) Murphy's Law, William Murphy, CSC; 3) Osprey, Jim Adams, SCC.

CORONADO 25 — 1) Ventura, Ernest Dickson,

the same as a 'Vette) than almost anything in her class, yet give away nothing in strength. The hull is glass over Divinycell foam "with lots of carbon fiber reinforcement," says Jim. Further strength and torsion resistance comes from full-length longitudinal girders and four ring frames. It's strong.

Wolfpack, which derives its influence from two similar Mull designs and one from the Peterson design group, will make its racing debut at the MORC International Championship Regatta in San Diego this summer. Both Dee Smith and Chris Corlett will be aboard for that series. After that, the boat will compete locally and at Lake Tahoe. Keep your eye on this one.

The St. Francis Competes In Margaritaville

A ten-man St. Francis YC crew, headed by skipper Bruce Munro and liaison Steve Gilley, joined three other California yacht clubs and four Mexican yachts clubs in La Paz, Baja California Sur in early May for the inaugural *La Copa de los Presidentes* (President's Cup).

The week-long match racing series was

contested in relatively similar Baja 47's provided by the sponsors, which included the Mexican Sailing Federation and the Baja Sur Bureau of Tourism.

The week began with two days of United States eliminations, which were sailed in light to moderate southerlies a few miles outside of La Paz. The St. Francis team of self-proclaimed "weekend racers", managed two firsts and three seconds in the five elimination races. That was good, but not quite enough to beat the Los Angeles YC in the semi-finals.

The Los Angeles YC boat, skippered by Congressional Cup match race expert Dick Deaver, dominated the eliminations and finals to win the series. The La Paz YC Team

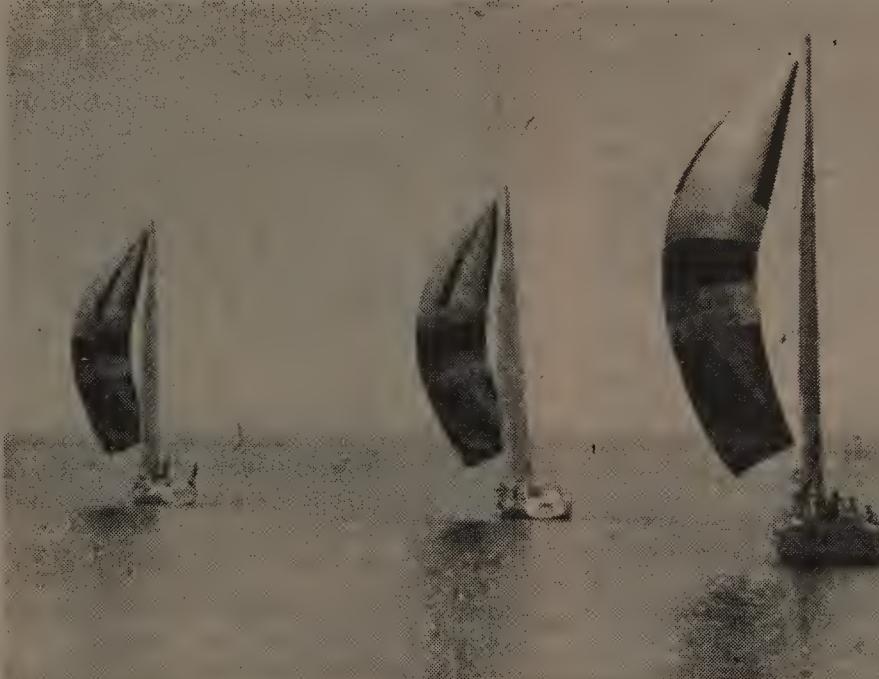
was their first visit to Baja. In general, they were quite impressed. Several announced they'd be bringing their own boats down for the upcoming season.

There was some talk that Deaver's presence, because he is out of the average sailor's league, made it a little unfair. The invitations by the Mexican sponsors stressed a 'friendly competition'.

Pax Davis didn't buy that argument, and in fact felt that Deaver's presence gave the competition a bit of added excitement. "Dick's a special guy," he said.

From here on, the President's Cup will be held in October of each year, starting this fall. Watch for the 'friendly' competition between the clubs to warm up next time

TERESA PENCAK SCHWARTZ



Drifting away in Margaritaville.

around.

MORC Internationals & Sobstad Race Week

Certainly the west coast's big event for small racing boats this summer will be the MORC Internationals, to be held at the San Diego YC July 19-25.

The five race series will consist of three triangle races, a middle distance race, and a 65-mile long distance race that will take the fleet half way to Ensenada and back around the Coronado Islands.

But the real news is the fleet that's expected. They'll be plenty of J/29's, Santana 30/30's, Capri 30's, Merit 28's and other

— CONT'D

RYC; 2) **Naressia**, Tosse/Green, BYC; 3) **Windup**, Mete Gur, IYC.

EXCALIBUR — 1) **Howlin' Owl**, Lou Mann, TYC; 2) **Merlin**, Adam Gamble, STFYC; 3) **Perezoso**, Denny Sargent, SCC.

GOLDEN GATE — 1) **Sanderling**, Tom Anderson, SFYC; 2) **Fledgling**, Mike Bonner, (no club listed); 3) **Pajarita**, Bob MacDonald, BVBC.

HAWKFARM — 1) **Mercedes**, J.D. and Pat Vincent, RYC; 2) **Cannonball**, Rick Schulte, RYC; 3) **Notorious**, James Hirano, CSC.

ISLANDER BAHAMA — 1) **Artesian**, K.D. Speer, CSC; 2) **Alternative**, Mike Sheets, PAYC; 3) **Constellation**, Lincoln/Super/Harris, BVBC.

MOORE 24 — 1) **Bitchin'**, Doug Sheeks, CSC; 2) **Wet Spot**, Mike O'Callaghan, STFYC; 3) **Tinsley Maru**, James O'Donnell, STFYC.

NEWPORT 30 — 1) **Silver Cloud**, Richard Campbell, CSC; 2) **Ruckus**, Paul Von Wiedenfeld, PYC; 3) **Max Q**, Stephen Mende, IYC.

RANGER 26 — 1) **Mariner**, D. Bruce Darby, SFYC; 2) **Onager**, Mike Creazzi, SFYC; 3) **Consultation**, Dave Fullerton, IYC.

THUNDERBIRD — 1) **Ouzel**, Mike Sheets, CSC; 2) **Crazy Jane**, Doug Carroll, GGYC; 3) **Lyric**, James Newtot, DYC.

TRITON — 1) **Sleepyhead**, Paul Wells, PSPY; 2) **Viking**, Mike Borgerding, IYC; 3) **Sanctuary**, Richard Aston, CSC.

* Protest pending.

I was the top Mexican team and sailed hard, but proved no match for the honed skills of Deaver and his Los Angeles YC mates.

Each day of racing was followed by evenings filled with festive dinners, margaritas, folk shows, margaritas, mariachi bands, margaritas, fashion shows, margaritas, dancing, margaritas . . .

"We had a ball," said Pax Davis, a crewman on the St. Francis entry. "The people were neat, the Mexican hosts were wonderful — we saw Baja at its best."

For several at the President's Cup, this

THE RACING

production boats — and much more. We're talking IOR big boat owners coming down to play with the hot little guys. Larry Harvey with *Cowboy*, Lowell North driving an aluminum 30-footer, John MacClaurin with a Davidson 30. Northern California Lee Wolf — who also owns several bigger boats — will be campaigning his new Jim Donavan designed *Wolfpack*, with Chris Corlett and Dee Smith collaborating. Jeff Madrigali will be on a Pinnacle 30 in this pinnacle of small boat racing.

Many of the MORC International boats will be tuning up at Sobstad Race Week, July 11-13 off Long Beach. If you've a PHRF boat and will be in the area (after the Catalina Race?) and are looking for new faces and hulls to race against, this may be your ticket.

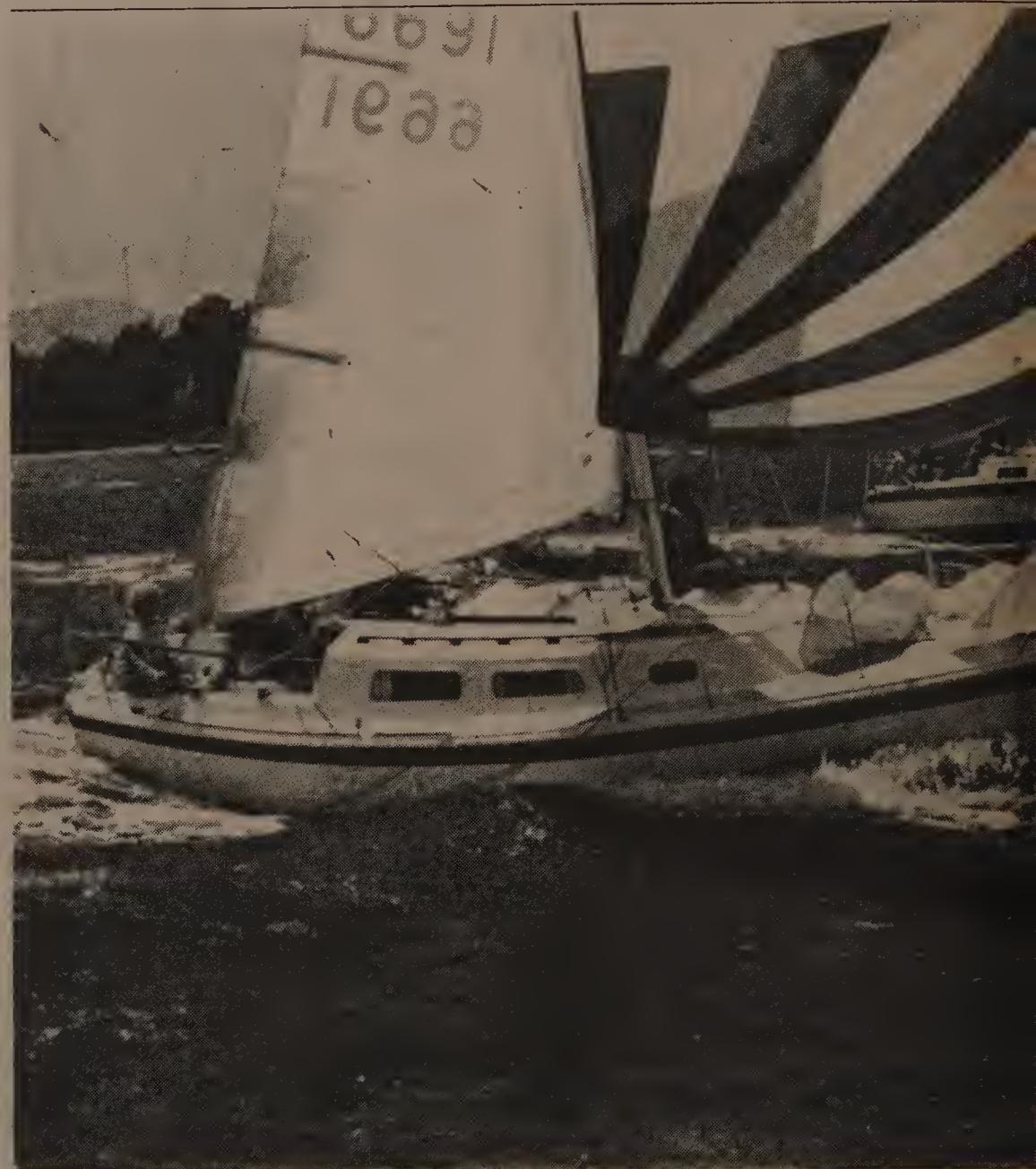
The four race series is open to 100 boats rating between 50 and 174 under the Southern California PHRF system. Thus everything from J/24's to 50-footers will be expected. The racing will be held off the Long Beach breakwater, and there will be plenty of social events to soothe the racers soul.

For information, call (213) 598-8767. The entry deadline is July 1, the entry fee is \$25.

Specialty Races

The various YRA racing series shut down in late June and July so that racers can take part in one or more of the many specialty events in and out of the Bay. Most of these races have been around for awhile and have drawn their own particular followings, but all seem to grow in participation every year. Check them out. Even if you aren't in any series and don't race all that much, something here might get your competitive juices going. The second half of YRA's 1986 season starts back up in August and goes through late September or early October.

South Tower Race, June 13/14 — This 140-mile, two-day event started in 1972. The start is in the Stockton deep-water channel and the only mark you have to round is the Crissy Field buoy. (It used to actually be the South Tower but people kept running into it.) Then it's back to Stockton. Puff, pant. In the 14 years of its running, this one has seen it all, sinkings, groundings, people overboard, rigs overboard. But the wonderful run back to Stockton is usually worth it.



Bud Clites, (209) 951-5600.

Lightship Race, June 28 — Once known as the Aeolian Lightship Race, this sprint around the Lightship (San Francisco Entrance Buoy) is now run by the Corinthian YC. Classes will be One Design, PHRF and IOR. George Horsfall 435-6321.

MORA Long Distance Race to San Diego, June 30 — Justifiably known as the "ultimate midget ocean race", this 437-mile marathon last year dismasted three boats and broke the rudder of a fourth before the fleet got past Pt. Sur. They don't nickname it the Most Outrageous Racing Association for nothing. Jointly sponsored by the San Diego and San Francisco Yacht Clubs. For more information, call Johanna Wier at 522-4745; John Dukat at 522-1396; or Roger Heath at 681-4150. MORA will run a Long Distance Seminar to which any interested parties are invited on June 11 at the St. Francis, everyone invited. Among

Phil Gardner's '20/20' on the way to a Cal 29 one design win.

topics to be covered are predicting weather, boat electrics and the fastest way around the oil rigs down south. The above numbers will get you more on that.

Boreas Race, July 4 — The Elkhorn and Oakland YCs jointly sponsor the 35th Annual Boreas, which runs from the starting line at the St. Francis YC to Moss Landing in Monterey Bay. The record for this one — 84 miles in 8 hours, 9 minutes, 43 seconds — was set in 1982 by the Santa Cruz 50, *Chasch Mer.* Tim or Joan Powell (408) 425-1458.

Silver Eagle, July 19 — The Silver Eagle goes around a buoy off Pt. Bonita, around Blossom, down around a couple buoys in the South Bay, around the tanker dock up near Vallejo, back to Blossom and then to finish. Bring a change or two of warm



LATITUDE 38/JOHNR

clothes and make sure the head works for this one. Island YC 521-2980.

Midnight Moonlight Maritime Marathon, July 19. Also aptly known as "Midnight Madness," this is a reverse-handicap event that starts in Raccoon Strait and takes racers up around the Carquinez Bridge and back to the finish line off the sponsoring San Francisco YC. 435-9133.

These races are all in addition to the other big June and July races — the Pacific Cup, Singlehanded Transpac, Oakland to Catalina and Trans-Tahoe events, which are covered elsewhere in this issue. We didn't miss any, did we?

Race Notes

Otto Schreiter started his evening racing off with a bang. The '85 Folkboat season champion was racing Sausalito YC's Tuesday

night series when *Horizon*, an Aries 32 tangled her bowsprit in Schreiter's backstay, spun the bright red *Galante* around and pulled the mast down. Oops. Fortunately, no one was hurt in the encounter, but *Galante* was going to be laid up for a couple of weeks. The trouble was, the Wooden Boat Wednesday Night Series out of the Golden Gate YC started the next night. Otto was on the phone soon after coming ashore. The folkboat fleet rallied to the cause and US92 was out on Wednesday — well, in sails anyway. He transferred his sails to Lauren and Eric Carlisle's *Windy* for the next couple Wednesdays. (The Carlisles are breaking in their new fiberglass Folkboat.) *Galante* should be sailing again with a new mast by month's end.

John Walgamuth, the Whiskeytown sailor who took second in the **Konocti Cup Regatta** Spinnaker Division in 1985, this year took first in his Express 27 *Student Driver*. Roger Paine on the Moore 24 *Spin-drift* took second in the April 26/27 event, and Doug Jones third on *Winsome*, the E-Scow that won last year. In Non-Spinnaker, Roger Smith was first on his Catalina 25, Hans Carmiggelt second in a Balboa 20 and Bob Bridges in a Flying Scott, third.

June trivia question: Who designed the Soling? And for \$64,000, which of his other designs will have its North American Championships June 11-14 at Lake Okoboji, Iowa? If you answered Ian Linge for the first part and the *Yngling*, a 21-ft keelboat daysailor for the second, you win a cookie. We were just kidding about the \$64,000.

How do you spell relief? Last year, the National Australian Bank ran a splendidiferous color ad featuring two yachts foaming along under spinnakers. On close inspection, one of those yachts is **Ragamuffin**, a well-known IOR machine on the down under circuit. Even closer inspection reveals one of her crew, legs braced on the aft pulpit, doing what only men can do there.

The **J/24** fleet maintains a 24-hour information phone. For information on what's happening in the local fleet, call the "J/24 Layline" at 658-2400.

The 10th Annual **Moore 24 Nationals** will be held in Santa Cruz July 28-31. Forty to forty-five boats are expected, or about one-third of all the Moore 24s ever built!

That makes this the largest regatta of one-design ULDBs ever assembled. (The Moore 24 is also considered the first and therefore oldest production ULDB, and continues as one of the most popular.) It also promises to be a star-studded event. The competition will include John Kostecki, Will Baylis, Dave Hodges, Greg Dorland, Dee Smith, Scott Tempesta and seven past national champions. All in all, a primo event for the participant or observer. Martha Lewis at the Moore 24 Association can tell you more. (408) 476-3831.

By staying well outside the Coronados, North Pt. YC's Stephen Shilder finished first and actually threatened to break the elapsed time record in the April 26 **Ensenada Race**. This despite the race in general being one of the slowest in its 39-year history. In fact, only 391 of the 504 boats that started the race endured "one parking lot after another" to finish. Shilder's 48-ft catamaran *Wind Warrior* drifted across the finish line at 12:56 a.m. Sunday, 12 hours and 56 minutes after starting off Newport Beach. The record, set by Bob Hanel's ill-fated *Double Bullet* in 1983, is 10 hours, 30 minutes.

Is that a new boat? No, it's an older boat with a new name and new owners. Paul Simonsen and Stewart Seiff's Santa Cruz 50 *Mongoose* is the former *Riff Raff*.

From 30 to 40 boats are expected to compete at the June 15-20 **Express 27 Nationals** in Santa Cruz. Quite a fleet for a five-year-old design, but as any owner will tell you, it's quite a boat. For more, call Don Baker at 894-3772.

The **Millimeters** (miniature one-man "12 Meters") may look like toys, but they are actually fully rigged, ballasted sailboats that take every bit as much skill to sail fast as the real thing. The local fleet, which races 25 boats on a regular basis, invites all interested sailors to stop by one of their events to check out how they really go. The next race is warm-up event on June 8, which will get everyone ready for the Pacific Coast Championship Regatta in Stockton on July 11-13. On July 19, the annual team races will be held in China Basin. The National Championship will be held in Stamford, Connecticut on October 10-12. For more on this popular Bob Smith design, call Pax Davis at 324-1311, Bruce Munroe at 327-4200 or San Francisco Boat Works at 626-3275.

CHANGES

With reports this month from **Spanish Dancer** in Mulege; **Windchild** in Algarrobo, Chile; **Moonchild** at Bora Bora; **Quetzal** in Honduras; **Moon Dog** at Nuku Hiva; **Misty** at the Balboa YC in Panama; **Cameo** in Hiva Oa; **Kiana** in Maine; **Topaz** in Hiva Oa; **Expectation** in Panama; and, **Cruise Notes**.

Spanish Dancer On Mulege 1929 27-ft Angleman Wilbo Cutter Dee and Dave Stevens (Ventura)

After spending a year cruising the Sea of Cortez and travelling as far north as Bahia de los Angeles (where we summered), my husband and I both agree that Mulege is a special and friendly town not to be missed. Therefore, we want to straighten out a bit of misleading information found in the *Mexico Cruise Itinerary Part V* that appeared in the March issue.

You indicate that one needs a "shallow draft multihull to get in the river". This is what we also believed as we approached Mulege last May; so we anchored in the open roadstead. Although the weather was settled, things were still a bit rolly and we really didn't feel comfortable being there for any length of time. But then again we didn't



Wally and Terry on the Berkeley-based 'Dawntreader'. And no, it's not Mulege, but La Paz. They got off all right the next day.

really want to leave right away. You see, we had decided to hang around for a few days and get married at the Hotel Serenidad which is located just inside the mouth of the river.

We did get married, and while there discovered our friends on the trimaran

Mopani (which draws 4.5 feet) and the monohull *Infinity* (which draws five feet) had been able to negotiate the entrance and were anchored in the sheltered river. So we decided to give it a try.

First, we snorkeled where *Infinity* suggested the channel was. We discovered it to be approximately eight feet deep parallel to the reef, with an all sand bottom just as charted in *Charlie's Charts*. Our monohull draws six feet, and we had no problems going in or coming out.

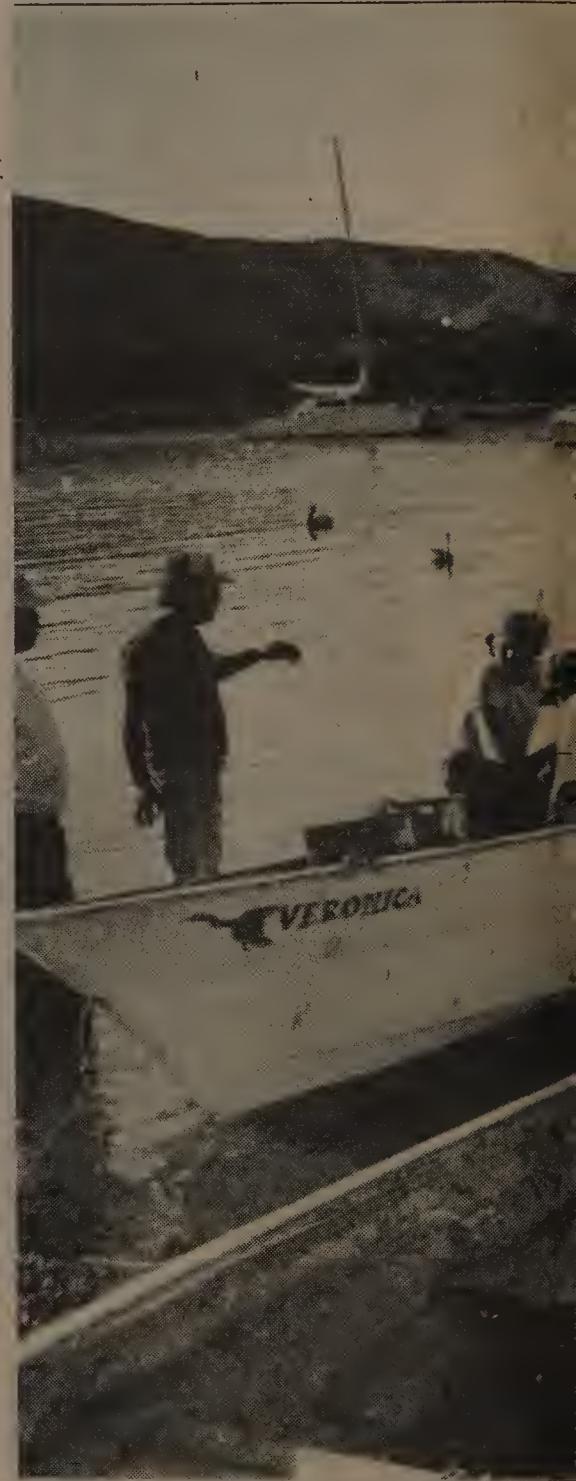
Once inside the river, the anchorage is shallow — nine to twelve feet. But in settled weather it's quite comfortable. From the anchorage it's a scenic dinghy ride up the river for supplies — or you can walk up the road and take a taxi back.

Good water is available at the Hotel Serenidad, which is opposite the anchorage. Just ask. The folks there are really great. The hotel is run by an American, Don Johnson, who is also the American vice-consul for Baja. The Saturday night pig roast at the hotel is a must; a buffet with all you can eat and live mariachi music.

The town of Mulege has many unique qualities, not the least of which is the best ice cream we've tasted in Baja. It also has the cleanest and most modern laundry — as well as the last one if you're headed north on the east side of Baja. Other attractions: the best carniceria (meat market), an impressive hardware store with some American products, and the best and least expensive year round ice on the peninsula. Best food prices are at the Conasupa, so check there first.

Many cruisers from Bahia Concepcion visit Mulege to get water and supplies. Although having a vehicle would make it easier, it's possible hitch-hike or flag down a bus going to town. Two couples we know — from *Windspell* and *Krakatoa* — spent a month in the bay. The four of them would hitch-hike into town together, laundry and jerry jugs in tow. Where there's a will, there's a way.

We found the area north of Mulege to be very remote — but both fascinating and magical, too. We loved it so much that we are already planning to come back for



another year of cruising the Upper Gulf. That is right after returning to our home port of Ventura for a year or so of work to add to the old cruising dinghy.

We hope that our information on Mulege might help someone who might otherwise pass it by.

Typically for us cruising folks, here it is mid-April and we just got our hands on the March issue. Keep up the good work!

— dee and dave 4/18/86

Dee and Dave — Thanks so much for that helpful correction. We've only seen multihulls in the river at Mulege, and our

IN LATITUDES



1982 edition of Charlie's Charts says "the passage into and up the river can only be done by shallow draft craft". It also indicates that there is only half a fathom of water.

You and the other folks have obviously proved otherwise, and that's great, because the oasis of Mulege has long been a favorite with old Baja hands. Your shirts are in the mail.

Windchild — Mariah 31
Pam and John Faulkner
Algarrabo, Chile
(Portland, Oregon)

We made it! From Papeete, Tahiti to Isla

What do you know . . . boats really can make it in the river at Mulege.

Chiloe, Chile (41 45S — 73 53W). The 4500 nautical mile trip took just 90 minutes less than 40 days; that's a fast trip in our 31-ft Pacific Seacraft.

I've wanted to visit Chile since the fourth grade, so I'm doing what I always had dreamed. Everyone in Tahiti encouraged us not to make the trip; either they said our boat was too small for the "Roaring Forties" or had seen the movie *Missing* and decided coming to Chile would be like vacationing in Beirut.

The passage up the channel to Puerto Montt, our official port of entry, was breathtaking. The small villages looked like photos of Europe, and the hillsides were covered with grazing sheep, forests or meadows — and the Andes were always in



'Windchild's cats after the passage from Tahiti to Chile.

the background. As for the people, the first person we met bought us a cup of coffee and the next day gave us a bottle of wine.

This place is fantastic. The south looks European and Puerto Montt, the capital of the 10th region, was once a German colony, so there is beer, sausage, and pastry. Quite a change from Mexico and French Polynesia.

The 8th region is the home of Chile's vineyards, where world class fine wines are grown between latitudes 38 to 40S. Sound familiar? The wines sell for between 50 cents and a dollar a bottle! Most things here cost a little less than half what they are in the States.

We are now in a marina at Algarrabo, which is in the 5th region and just south of Valparaiso. There are about 30 boats in the marina, four of which are Swans. We'll soon be heading north to stay warm for the winter — we're in the southern hemisphere, remember.

But the best news about Chile is that the people are very friendly and generous. It might have something to do with the fact that we're the only United States yacht to call this year; but we've been offered houses with

CHANGES

maids, airplane trips to Santiago, dinners and places to stay, and a pound of butter every week from a guy who owns a dairy farm not far from here.

Last week we spent some time with the dairy farmer chatting over a bottle of wine.

COURTESY WINDCHILD



'Windchild' anchored off the coast of Chile. They've been pleasantly surprised with the country.

He asked us if we had been afraid to come to Chile. We said that we honestly had not been, but that friends back home were concerned about our safety. He said he imagined that most Americans thought that Chile was full of Indians! And that United States TV coverage would lead people to believe it wasn't safe and that Chile was an illiterate, backward country. The reality we saw is that personal computers and prep schools are advertised on the TV, that everybody has a car, and that it's so middle class it's spooky!

A few words on our trip across from Tahiti. It was easy. We had to go south — and even slightly west for a couple of days — from Tahiti to 40S to get the trades. Like magic they appeared, west winds that varied little between 10 and 20 knots. The seas were a little bit higher than those near the equator, but they were westerly as well. We did have two days of 35 knot winds as we passed an occluded front and two days of less than 10 knots.

In the 40 day crossing, we never saw a ship or a plane and were very glad to have our ham radio. We maintained contact with the 20 meter roll call net at 0530 Zulu with ZL1MA and ZL1AZR in Auckland, and then



from the 10th day with a net that had formed just to help us and two boats from New Zealand with weather reports and Spanish lessons. We three boats ultimately met in Puerto Montt, and each was taken care of by the ham there — CE7ZK. We are the first of the three boats to be heading north, and we have been royally greeted by the other ham — CE3BII. He even helped us sort out the customs rules.

The bottom line is that there is another choice after Tahiti if you don't want to continue on the Milk Run to New Zealand or Hawaii. Try Chile! Where else can you go skiing and windsurfing within 100 miles of each other. And if you like racing, you can find one practically every weekend. Last month they had the Mil Millas (1,000 mile)

Cruisers taking it easy at the Hotel Oa Oa on Bora Bora.

Race between Valparaiso, Juan Fernandez Island, Talcahuano, and Algarrobo. The winner was *Fortuna II*, an entry from the Argentinian Navy!

Juan Fernandez Island, as most people know, was where the model for Robinson Crusoe was stranded. Everyone says it looks like Bora Bora.

There's so much for the cruiser here. Hot showers, cheap spirits and a chance to see the sights by bus and still be back aboard by nightfall. They have no rabies here, and allow cats and dogs with no restrictions. We love it!

— pam and john faulkner 4/9/86

IN LATITUDES

COURTESY MOONCHILD

go".

Twenty boats and 45 people compared tales of Polynesian paralysis, Haley's comet sightings, and future itineraries while consuming huge quantities of mahi mahi, steak, chicken, salads, desserts and drinks. Party-going participants included the accompanying list.

Pacific: B.P. 10, Bora Bora, French Polynesia. Telephone 677084. The Claytors only request that delayed yachts notify them of changes in plans so that mail may be held or forwarded.

Visitors are encouraged to demonstrate their creative talents by contributing to the famous Oa Oa Cruiser's Log, an illustrated

BOATS AWAITING MORE SETTLED WEATHER AT THE HOTEL OA OA

<i>Moonchild*</i>	Vagabond 47	Seattle, WA	Milt & Marie Hughs
<i>Silver Cloud*</i>	Lord Nelson 41	Dana Pt., CA	Liz & Lou Miller
<i>Jordis</i>	Alajuela 38	Wilmington, DL (SF)	Sam & Maril Foster
<i>Kanska*</i>	Westsail 32	Coos Bay, OR	Bill & Thelma Batchlor
<i>Foxy Lady</i>	Erickson 32	Honolulu, HI	Brian, Jan & Brian Jr. Caldwell
<i>Ru-Ma-To</i>	44' ketch	Irvine, CA	Russ Thomas
<i>Tanimara*</i>	Westsail 32	Organ, NM	Jan & George Hoffman
<i>Freedom*</i>	Sea Wolf 40	Los Angeles, CA	Trudi & Robert Lindsay
<i>Cariad</i>	Freedom 44	Portland, OR	Steve Schufreider & Peggy Pattee
<i>Spirit</i>	32' sloop	England	Bruce Milson
	Nerger 44	Deltaville, VA	Alice & Bill Caldwell
<i>Unicorn</i>	Kendall 32	Sausalito, CA	Kim Caldwell & Lee Reynolds
<i>Manu Ote Miti</i>	47' cutter	Sidney, BC	John Burnett
<i>Scorpion*</i>	Sea Wolf 40	Seattle, WA	Muriel & Heinz Cienclala
<i>Sundowner V</i>	Horizon 65	Victoria, BC	Jim & Sonja Harmon
<i>Tamerac II*</i>	Westsail 32	San Francisco, CA	Ralph Higgins & Pat Dougan
<i>Schedar</i>	Capers 36	Stamford, CT	Jack & Lura Francis
<i>Banshee*</i>	Bristol 34	Los Angeles, CA	Frank, Ginny & Carri Capers
<i>Bub's Tub</i>	Norseman 44	Honolulu, HI	Joy Smith & Jeannine Talley
			Bob & Doris Norris, Ariene & Dick Dyke

Located one mile south of Teavanui Pass on Bora Bora the Oa Oa Hotel is on the must stop list for cruisers in paradise. Managers Greg and Elaine Claytor have owned the Oa Oa for almost five years and they have placed a large hand-carved sign with white letters proclaiming "Oa Oa Hotel — Yachts Welcome" just above their long dinghy dock. 'Oa Oa' means 'joy' in Tahitian and the benefits for cruisers translates 'Oa Oa' into happiness in any language.

Besides allowing cruisers to run a bar-restaurant tab during their stay, the Claytors provide ten free mooring buoys, hot showers, 20 gallons of desalinated water daily, a garbage drop, laundry service, telephone, mail facilities and a lending-trading library complete with copies of *Latitude 38*. What more could anyone ask?

The Oa Oa Hotel is one of the most reliable mailing addresses in the South

compendium of people, places, boats and experiences. In addition to the party-goers mentioned above, the following 26 cruising yachts also stopped at the Oa Oa during the first quarter of 1986; they are listed in the chart on the following page.

Over the past five years hundreds of cruising yachts have visited Bora Bora and sampled the famous Oa Oa hospitality. If your cruising plans include French Polynesia, be sure to stop and visit this great home-away-from-home.

— marie and milt hughs 4/17/86

Quetzal — 40-ft Steel Sloop C. Rothe and Roberta Chan (Grand Cayman to Honduras) (San Francisco)

When at Grand Cayman, we had Quetzal docked at the Million Dollar Marina in

Moonchild — Vagabond 47

**Milt Hughs and
Fay Marie Ainsworth-Hughs
Bora Bora, French Polynesia
(Seattle, Washington)**

As the eye of tropical cyclone Martin swept through Fiji and approached Tonga, numerous members of the 'Mexico-Marquesas' Cruising Class of '85* convened at the Oa Oa Hotel in Bora Bora to await more settled weather and enjoy a final potluck get-together before continuing west on the famous Milk Run to the Cook Islands, Samoa, Tonga and/or Fiji enroute to New Zealand. Almost everyone had spent the year cruising the fabled islands of French Polynesia and now, as one cruiser summed up the reasons for departure, "it's time to

CHANGES

Governor's Sound off the North Sound. It's there we found the best protection from the occasional Norther. The marina is being developed by John Swanson; he's helpful, pleasant to deal with, and offers good basic facilities.

Should you need assistance entering North Sound — the channel was very recently marked with tall poles and is not as difficult to maneuver as previously — call Morgan's Harbor or Port Security for assistance. There is no language barrier as the Caymanians are English-speaking. Such assistance will, however, cost \$25 to \$30.

You check in with Immigration/Customs at the main dock in Georgetown on the west

Holiday Inn on 7-mile beach — you need to head for deeper water after leaving the main dock, parallel the coast, then finally head in toward the Holiday Inn. Look for other cruising boats or the large concession shack on the beach.

There is a freshwater shower off the beach at the corner of the Holiday Inn. Fresh water is processed on the island, and normally you have to pay for it. So this Holiday Inn beach shower is a good deal. You may have some trouble trying to anchor, but there are some mooring buoys.

Winds here are usually consistent from the east or northeast, but as we set sail for Islas de Bahia (Bay of Islands), Honduras to the

a wind and would have gotten us to our first destination in the middle of the night. So we hove to in 25 to 30 knot winds. (Incidentally, when passing Swan Island on the way, we found the light not to be working and the radio beacon sending out a different signal than listed. A friend who'd sailed by the week before said the light was working when he went by).

As unpleasant as the conditions were, *Quetzal* seemed to enjoy them. The morning was beautiful as we approached the eastern-most Bay Island, Isla de Guanaja, where both English and Spanish are spoken. *The Cruising Guide to the Bay Islands of Honduras* by Julius Wilensky proved to be invaluable; we arrived at Isla de Guanaja as per his instructions.

Two tips, however: The Guide was written in 1979 and indicates you must go to Coxen Hole, Roatan for check-in. Now you may check in at Guanaja Settlement. 2. The Guide's charts are very good, but you must take care to keep a lookout for coral heads and shoals anyway.

Guanaja Settlement was a tremendous contrast to Grand Cayman. Small but crowded, it was built on two small cays with houses on stilts joining and surrounding the cays. There are no cars, but water and walkways crisscross the settlement. Transportation is by cayucos (dugout canoes) 20-30 feet long, with or without outboards, and by motorboat.

Freshwater is available as fresh water springs in Guanaja's mainland supply the settlement. Most goods brought in from Honduras' mainland are expensive, but local shrimp, lobster, bananas, coconuts and produce are available for a reasonable price.

Fifi's bar will change U.S. dollars for Honduran lempira at the best rate. Greg at Greg's — not far away — offers a good lunch special for less than \$2. The people are friendly and pleasant.

Wilensky says this about the Bay Islands in his guide: "The best word to describe them now is primitive. But if you don't mind primitive, and if you enjoy untrammeled and unspoiled, the Bay Islands are waiting for you right now." We have enjoyed this detour and would recommend it to all.

Now we head on to Roatan for a maintenance haul-out. We'll report on those facilities later.

OTHER YACHTS PAYING CALL TO THE HOTEL OA OA IN EARLY 1986

<i>Genesis*</i>	Niagra 35	San Francisco, CA	Ron & Karen Minor
<i>Saga*</i>	Rival 32	Newport, OR	Ron, Jackie & Jesse Zaneveld
<i>Voyager*</i>	Vallant 40	Seattle, WA (SF)	Ron, Nancy & Mike Elkind
<i>Yehudi*</i>	Vancouver 27	Vancouver, BC	Peter MacDonald & Kathleen Jackson
<i>Fiddler's Green</i>	Belster 30	San Diego, CA	Cliff Moore & Martha Hollander
<i>Starlite</i>	Tradewind 33	Tulsa, OK	David Bevan & Joy Bunch
<i>Avatar</i>	Vallant 40	Vail, CO	Peter Runyon
<i>Guinevere*</i>	28' sloop	San Francisco, CA	Paul Candalish & Heather Heaton
<i>Flamigan*</i>	Westsail 43	San Diego, CA	Jim & Cheryl Beck
<i>Safari</i>	Nordia	Hamburg, Germany	
<i>Mariah</i>	Farr 11.6	Honolulu, HI	Ken & Georgia Schmidt
<i>Compadre</i>	Tartan 34	Kaneohe Bay, HI	Jack Ayres
<i>At Last</i>	Chey Lee 32	New Orleans, LA	Francoise, Helene & Alexander Guimond
<i>Arcana*</i>	50' ketch	California	Aldo, Viktoria & Orlando Mikael
<i>Talota</i>	sloop	San Francisco, CA	Cesare & Lina Gaitieri
<i>Talsho*</i>	36' ketch	Juneau, AK	Dick & Yuri Marsh
<i>Troost</i>	ketch	Harvey Cedars, NJ	Gordon Troost & Andrea Loomis
<i>Sunday</i>	ketch	Victoria, BC	John & Ruby Friesen
<i>Different Concepts</i>	40' NZ sloop	Chicago, IL	John Kuhn & Angie Seaman
<i>Whyac</i>	32' cutter	Victoria, BC	Cai, Valetta, Christine & Cai Jr. Nixon
<i>Sonja</i>	60' Trader	Wilmington, CA	Jim, Gayle & Jim Jr. Patton
<i>Keegenoo</i>	Barbican 32	England	Charlie & Maggie Pickering
<i>Thyme</i>	Townson 38	Rotorua, NZ	Doug McAlpine
<i>Bear Spirit*</i>	Downeast 38	Laguna Beach, CA	Lee Katz
<i>Marita Shan</i>	Force 50	Vancouver, BC	Jack & Ginger Wilbur
<i>Aveila</i>	sloop	Honolulu, HI	

side of the island. This area, with its nearby 7-mile beach, is very touristy. Cruise ships anchor off Georgetown regularly and prices are high.

Cruising boats do anchor offshore of the

southwest, they failed to materialize. So we motored for two days, finally getting a good wind on the third day.

Unfortunately the passage was one of feast or famine; it turned out to be too good

— rothe and chan 4/17/86

Moon Dog — Cal 35

Steve Loyer

Nuku Hiva, Marquesas
(Portland, Oregon)

I'm responding to the recent letters on the timing of passages to the South Pacific — particularly Fred Boehme's warning on the Manana Net that this year's cruisers shouldn't have left Mexico for the Marquesas until April 1.

The fact is that April 1 is approximately the beginning of the four to five month rainy season here in the Marquesas — even though this is also the time the rainy season comes to an end in the Society Islands.

It hadn't rained in Nuku Hiva for five months before March 25th, but since then it's hardly stopped. Unfortunately, we arrived on March 27. When I say rain, I'm talking about three to five inches on one particularly bad day, a constant 85-90 degree heat, and a wife with 36 bug bites on one leg! As one fellow cruiser described it, the heat and humidity make Mexico look like the Arctic.

My observation from the last two years is that during April and May passages from Mexico to the Marquesas, one most often encounters light winds — with some squalls and calms near the equator. However, the people who transited in the earlier January 1 to April 1 time frame seemed to have had faster, more comfortable trips. This is an observation, not a fact. Our trip from Manzanillo took just under 19 days.

This Portland native is an expert on rain, in fact it's one of the reasons we left home to go cruising. I didn't need to come to the Marquesas to get my PhD on the subject. It amazes me that not once in reading all the guides and letters did I find mention of the fact that the rainy season begins here in the Marquesas just as it ends in Tahiti. No cruiser I've talked to down here was aware of it either.

Was Fred's letter and ham radio warning just an elaborate April Fool's joke? I may not be the recognized expert of your two previous letter writers, but I do know enough to come in from the rain. We're headin' for the Tuamotus.

— steve loyer 4/12/86

Misty — N/A

John Garvey & Kapper Dan Balboa YC, Panama

Travel Advisory: Planning a Canal transit or Pacific side port call in Panama? Be prepared for insults and blatant rudeness at the Balboa YC. We've never experienced any treatment approaching the low calibre displayed there.

Upon arrival, your yacht is assigned a buoy, but you will be held responsible for any damage to other boats should the mooring fail!!! You must not use your own dinghy, but the club launch. Unfortunately the launch service is far from regular, especially later at night when the operators catch up on their sleep. We suggest you bring several air horns and hope for a mooring close to the pier. Also be prepared to practice your Spanish; Senor Aguilar and staff, disclaim even basic English.

You must be prepared to pay for the buoy even if you are hauled out on the railways! Just ask Scot Free. If you decide to haul, remember that it's your responsibility to know how much water there will be for the day's high tide. If you don't and the cradle smashes your boat in a futile attempt to lift her out, you still have to pay. Oh yes, don't be surprised when you're later informed that you must provide the extra hands to tie up to

the cradle.

Don't neglect to pay in advance for each and every night, otherwise you may find your boat blacklisted from launch service. And if the office is closed, good luck on getting a taxi to town. Walking is not the smartest alternative, as streets in Panama can be somewhat dangerous at night.

You can try to get some help from Lt. Porras at the nearby *Marine Nacional* (Navy), but the next morning you're likely to be ignored by the launch for quite a time (as punishment?).

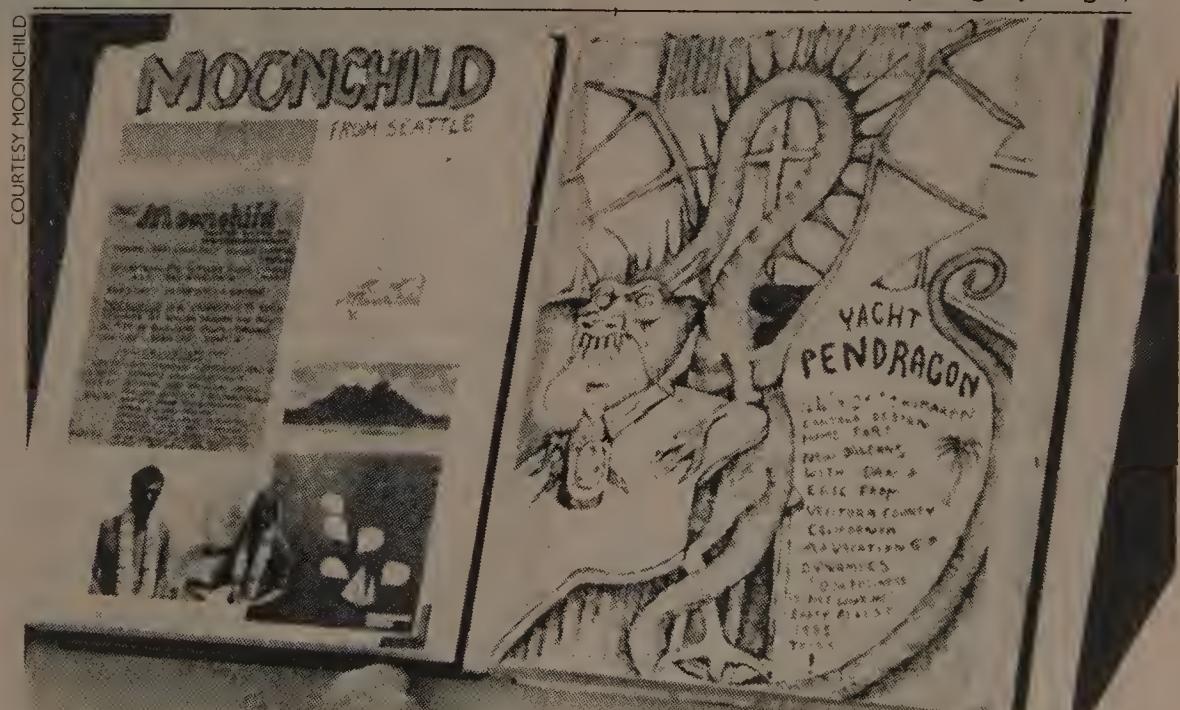
Do try and be reasonable, use a translator if necessary. Don't punch out the manager — you'll go to jail for three days, which is probably not worth it.

We highly recommend spending as little time as possible at the Balboa YC. We suggest cruisers do all their repairs and provisioning on the Atlantic side. If you do need to come back for anything, there's good one hour express bus service to Panama.

The further south you get, the more horror stories you'll hear about the Balboa YC — and there are plenty of them. Ask any yacht that's been there.

— john & kapper 5/2/86

John and Kapper — If we get your gist,



A great idea: 'Moonchild's guest log, complete with photographs and illustrations.

the two of you don't like the Balboa YC. As we recall, Andrew Urbanczyk developed the same feelings when he stopped there on his

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solo circumnavigation. Anybody else out there with an opinion they'd like to share on the Balboa (Panama) YC?

Cameo — Panda 38

Don Norby & Rita Greb
Hiva Oa

(S. Lake Tahoe & San Francisco)

We have changed latitudes sufficiently to let our friends know where we are and what we're up to at this time. We left Tahoe in January of 1984 to take possession of our new boat at Brickyard Cove Marina. We originally had planned to depart for Southern California that spring when the commissioning was completed, but we enjoyed ourselves so much that we didn't leave until September.

After years of lake sailing, getting used to the tides, winds and fog on the Bay was a new experience. Besides the different kinds of weather, we were also able to get in trips to Benicia and the Delta. And while at Brickyard Cove, we became completely enchanted with the little town of Pt. Richmond and its many restaurants and quaint shops. Later in the summer we were invited to crew on *Windwitch* for the Oakland-Catalina Race, something else which gave us valuable offshore experience.

So it was only with great difficulty that we left the Bay Area in September for Ventura West Marina, our next destination. Ventura West was everything you at *Latitude 38* said it would be and more. Not only are the accommodations set up for liveaboards, but the weather and sailing are superb. We arrived just in time to take Larry Dudley's celestial navigation class and then began to look seriously at getting ready to leave the following November.

This involved both working on the boat, adding a SatNav, liferaft, windvane, and getting in lots of sailing. For cruising experience, nothing beats the Channel Islands; we encountered fog, Santa Ana winds, lee shores, drastic changes in wind speed and direction, and all the interesting problems that develop with bow and stern anchoring in deep water with 50 other boats. As for San Miguel Island, you have to see it to believe the beauty.

We visited Catalina once, and then again in the late fall of 1985 on our way to San Diego. Off season Catalina is fantastic, for

COURTESY JOHN SKORIAK



It turns up in the oddest places; John Skoriak with a copy of 'Latitude 38' beneath the Rock of Gibraltar.

you literally have the town to yourself, and you get to moor for a week for the price of two days. Newport Beach was somewhat of a problem, because there was no convenient place to land our dinghy.

We bought all the stuff in San Diego that we hadn't got in Ventura — a wind generator being the biggest purchase. Pacific Marine Supply really tries to help out the transient yachts, as does the Chula Vista Marina, which is great for liveaboards and has special prices for boats on their way to México. We stayed for two weeks.

We set out for Mexico a week after Thanksgiving, getting lots of wind and turbulent seas. We made two stops, one at Turtle Bay and another at Bahia Santa María. We didn't regret either one. Turtle Bay was a great introduction to what sleepy Mexican villages are like, and not since have we ever

got such good food for so little money. Santa María was worth it just for the lobster.

We arrived in Cabo in the middle of December, just in time for the holiday activities, of which the Christmas buffet on the beach for all the yachties was just one. On January 11 we crossed to Isla Isabella, perhaps the highlight of our Mexican stay, before moving on to San Blas, Chacala and ending up in Nuevo Vallarta for a three week stay. A lot of pro's and cons have been expressed about Nuevo Vallarta in *Latitude 38*, and we want to say that we enjoyed ourselves thoroughly. By the time we left it had become a miniature Cabo with a full social calendar.

The section of Mexican coast we enjoyed the most was from Nuevo Vallarta down to Las Hadas, about 150 miles. If you miss Isabella, try Isla Passavera in Bahía de Chemela. The anchorage is fine and the island has an abundance of birds who use it as a nesting ground.

IN LATITUDES



arrived too late for those already in Mexico. Your January, February and March issues were mailed or brought down by friends, and arrived after we needed them. It would have been much nicer to have had them before we left San Diego.

Provisioning. It's best to do it in the United States; La Paz and Cabo are next, while the mainland is poor. In Puerto Vallarta, Ruiz' Market is very good and Chico's is good for meat. Manzanillo has a good open air market in town, while Santiago, near Las Hadas, has two excellent markets; Super-comercial Camacho (they speak English) and Servi Super across from Las Hadas. Not only do they advertise 'Safeway Experience', but they have dill pickles, too.

For clothes, Baja has the best prices, Puerto Vallarta is second, and Las Hadas is super expensive. If there's anything you really want in Baja, we suggest you buy it, as it's never going to get any cheaper. Like many others, we waited to see what mainland prices would be like, and wished we hadn't.

Have you thought of Polynesia Cruising Guide? I kept a folder of articles from previous issues, including the *Innocents Aboard*, *Milk Run*, etc., and have found them very valuable. The problem is that I didn't start early enough.

— don and rita 4/30/86

Don & Rita — Sorry about the timing of the Cruising Guides, they were a little late for that year, but they're meant to be a general guide for a couple of years. We're going to assemble them in a small package and offer xerox copies to anyone who might be interested.

As for a Polynesian Cruising Guide, we haven't the experience there to put anything together. We'd sure like to work on it, however. From what we can tell, the one by Marcia Davock and Julius Wilensky is superb. Can some of you folks down there give us a review on it?

If we may, we'd like to recommend your general itinerary to other cruisers who aren't rushed for time. We think it was very intelligent on your part to take things slowly from the beginning, doing a little Bay sailing, the Catalina Race, and then moving on to Ventura and the Channel Islands for additional experience.

Tenacatita Bay was the most beautiful anchorage, but for fun and provisioning, Bahia de Navidad is the place to stop. Phil at Los Pelicanos is a tremendous help to anyone who stops by her restaurant. She'll gladly draw you a map of Melaque and explain where to buy the best chickens, pork, cheese or whatever you're interested in. She'll also sell you beer and ice, and it's always interesting to watch folks try to get it through the surf and out to their boats.

We arrived in Las Hadas at the end of MEXORC and not only enjoyed watching some of the races, but got to use all the resort's facilities. Not to be missed are a lot of good restaurants, including Margaritas, where we had one of the best shrimp dinners on our trip.

In late March we left for the Marquesas. (Editor's note: We'll have that segment of Cameo's voyage in the next issue).

Some thoughts on Mexico. The cruising guides in *Latitude 38* were excellent, but

Kiana — Golden Gate 30

Bob Rowland
Cruising Maine
(Bandung, Indonesia)

I finally decided tonight would be the night I wrote a note to *Latitude 38* on cruising the Maine coast. I sailed that area last summer, and it's clear — to me anyway — that the joys of there should be experienced by more. And yes, I know I'm addressing editors and readers whose idea of sailing in the east is the El Toro races in west Sacramento.

Other than snapping off the tiller head, the sail from Washington, D.C. to Provincetown, Mass., was uneventful. We left the "seat of our nation" on June 8th and arrived in P-town on August 11th. Kiana's a fast enough boat, so it didn't really take that long. It's just that my boss doesn't understand the joys of liquid days, so for nearly seven weeks the boat hung on a friend's mooring in Woods Hole.

Provincetown is a gay place, but not the best to buy your charts for Maine — unless you don't have any aboard. I discovered that the disjointed cruising style does provide surprises. On the way from P-town to Maine we had to keep a sharp eye for whale spouts. We sighted several, and had to change course to avoid a couple of Moby Dick's descendants. No sense in going to Ireland on a liferaft.

Our landfall the next morning was actually a fogfall at Matinicus Island — which we skirted before docking at Camden, Maine. This picturesque harbor is the homeport for three of the four large — maybe 80-foot — coastal schooners which ply this coast all summer. Although I've never sailed on one, they could provide a good introduction to the coast. The paid hands are few, and they seem to let the passengers help with the sailing. The best thing of all is that these ships are actually sailed around and through the dozen of coastal islands — they don't just motor from anchorage to anchorage like the Caribbean sail-cruisers.

Clearly — and fortunately the weather was — the most enjoyable aspect of sailing Maine are the scenes of forested islands and quaint villages. Getting near them meant keeping your navigation skills sharp as you squeeze between islands and ledges, and negotiate mazes of lobster pots. Up close the villages and villagers are even more quaint;

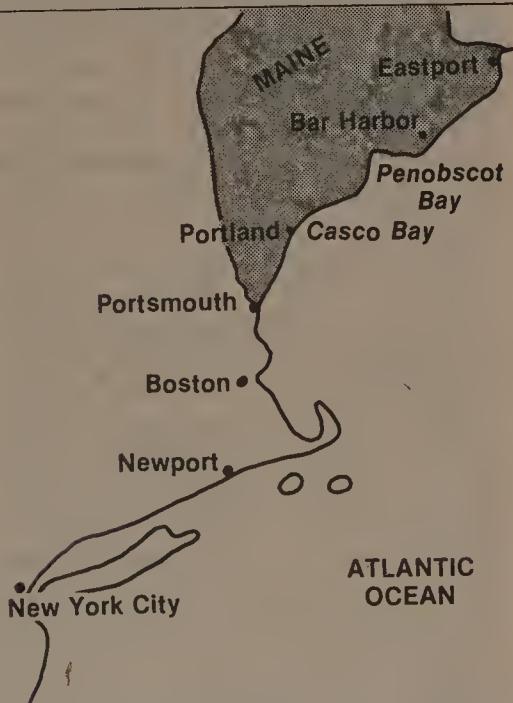
CHANGES

when was the last time you heard someone call their kid "Bunhole"?

On a more formal level, you can improve your knowledge of the coast with *The Cruising Guide For New England* and Samuel Elliott Morrison's works on the early exploration of this coast. Morrison noted that when one of the early explorers approached this coast, he wasn't shown much hospitality. In fact the Indian villagers point their butts in the general direction of the new arrivals. Such hospitality can still be found in Maine. A couple of years ago two friends sailed out to Monhegan and went ashore to tour the island. They asked one of the locals if there were any interesting sights to see on the island. His response; the trail back to your boat.

However, we encountered nothing but friendly folks. (With our California registration numbers on the bow, they probably thought we were either very lost drug runners or illiterates from Connecticut.)

Our passage continued up the coast —



Maine's lovely coastline offers exciting cruising for your next summer adventure.

down east magnetically — to Southwest Harbor, home of the Hinkleys. Chartering one of these boats is the high rolling way to see the Maine coast. In any case, this sail was one of the most enjoyable in my five summers sailing Maine.

My portion of the trip ended with the boat secured to a mooring in Northwest Harbor, just off Farnham Butler's boat yard. I then went off to a United Nations oceanographic meeting in Guadalcanal — Solomon Islands, while friends sailed the boat back to the mooring at Wood's Hole. There Kiana rode out hurricane Gloria's 96 mph winds. When I returned, we headed south via Newport, Mystic Seaport and New York City to Annapolis — but that's another story.

Kiana wintered in Chesapeake Bay and I'm here in Bandung, Indonesia — about 80 miles from the capitol of Jakarta, where a few hours ago someone fired a rocket into the U.S. embassy compound. Sailing looks better all the time — even the prospect of New York Harbor on the 4th with 30,000 other boats.

— bob rowland 5/14/86

Topaz — C&C 38 Bob Peterson, Jackson Kirkendoll And Joe Marshall Hiva Oa, Marquesas (San Francisco)

We departed from Sausalito on April 13 and made a 20 day slingshot passage to Hiva Oa in the Marquesas. Our first class crew had been assembled with the help of *Latitude 38 Classy Classifieds*.

We made an electronic night landfall, anchoring in Tahauku Bay. Oden, a C&C 35 from British Columbia, informed us on the BHF that there was a breakwater across the eastern half of the entrance with a green light. Although it didn't show up on our charts, it looks as though it's been there for years.

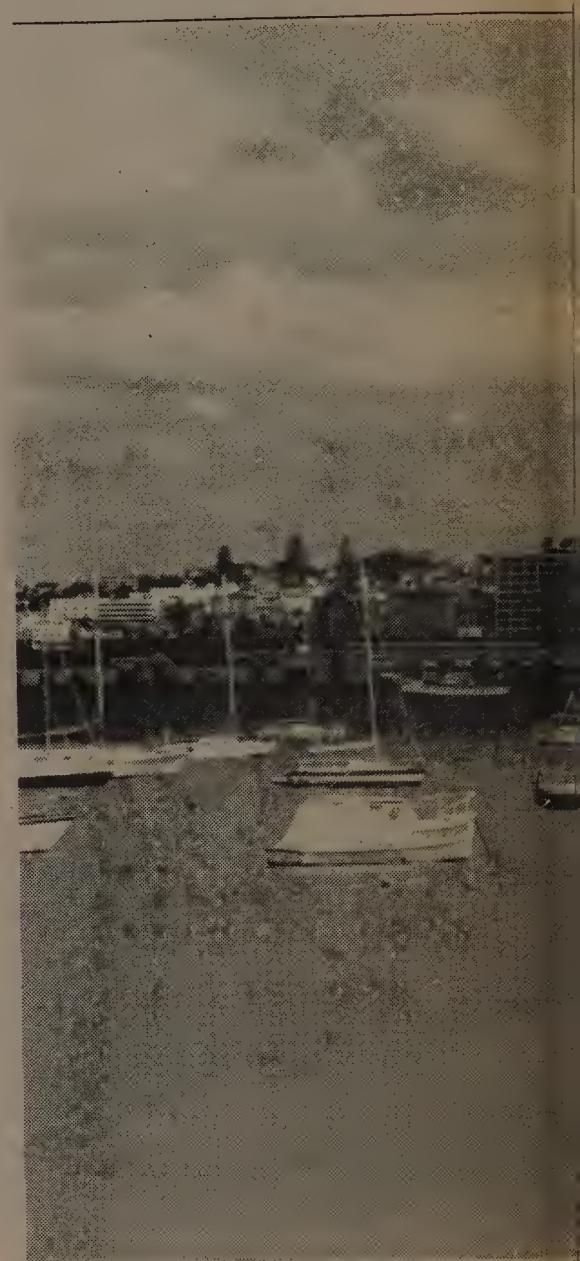
Prices here are a real joke. Hard liquor, including rum, is \$30 a bottle. Twelves ounces of beef stew is \$6, as is a small can of mixed nuts. Eggs are \$4 a dozen. Fruits, bananas and vegetables are available at farms outside of town, but getting there and bringing the stuff back in quantity is difficult.

We are headed for the Tuamotus, then Tahiti.

Does anybody in the readership have information about shipping a boat back from or storing it in New Zealand?

— bob peterson 5/6/86

Bob — Sources we've spoken to say Half Moon Bay, about 15 miles outside of



Auckland, is great for leaving your boat in New Zealand. There are many alternative spots, including Whangarei and on the hard in the Auckland area.

As for shipping it back as deck cargo, that's possible if you're willing to pay the price. We've heard a local Swan 65 is coming back that way.

Expectation — Peterson 44 Nick and Betty Coates Panama (Aspen, Colorado)

After 2½ years in Mexico, Expectation is now in Panama where we will leave her for the summer rainy season while we go home to Aspen to enjoy llama packing in the Rockies. We thought we would pass on a few tips to those heading south after us.

Acapulco is anything but a get-away-from-it-all cruiser's paradise, but it has a lot to offer as a last major stop in Mexico. The

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LATITUDE 38 RICHARD

Acapulco YC was perfectly described by John Raines as "civilized". The manager, Susie Estrada, runs a tight but friendly ship and the club is a perfect place to have repairs made, provision, or to relax in the shade of the bar or beside the spectacular swimming pool.

We were delighted with Jeronimo Leyrlo, a charming and capable hand who varnished *Expectation*, did odd jobs, and who could locate anything we needed from a camera repair shop to an electrician — all at very reasonable rates. Amir Nava is an excellent all-around mechanic who made plumbing and electrical repairs and even fixed a stubborn head.

While cruising Mexican waters we had generally preferred *Charlie's Charts* to the *Chart Guide Mexico West*, but once you leave Acapulco, the *Chart Guide* becomes invaluable.

Although some earlier boats had reported

There are many places to leave your boat in New Zealand. Across the harbor from downtown Auckland is one — although perhaps not the best.

the anchorage as rolly, we had smooth waters in Puerto Escondido and thoroughly enjoyed our week there. The restaurants along the beach and the main "malled" street were excellent and inexpensive, but we particularly enjoyed the food and atmosphere at the Hotel Santa Fe.

We highly recommend that boats heading south get their *zarpe* or clearance from Mexico at Puerto Escondido. The Port Captain is right at the dinghy landing and is a friendly gentleman who will handle your paperwork with no hassle or cost. Get your *zarpe* at Escondido even if you plan other stops in Mexico, as other port captains will simply endorse it on the back.

We stopped for the night at Puerto Angel but decided not to go ashore. A Mexican marine swam to the boat with a form for us

to fill out, but that was the only formality.

Huatulco seems to be the ideal place to stop to check for weather in the Gulf of Tehuantepec. The boats that ventured farther south — it's really east — to wait out the weather, got caught in the Tehuantepecker and took a beating.

Although the infamous gales are supposed to be rare by April, *September Morn*, *Seawalker*, *Carnival*, *Mary Faith*, and several others had two weeks of them and 70 knot winds in Salina Cruz, while we had less than 20 knots at Huatulco.

Huatulco is a beautiful bay with friendly people and nice *palapa* restaurants. The area is scheduled for an Ixtapa type development, so enjoy it now!

Our late April crossing of Tehuantepec was a piece of cake with much of it spent motoring in mirror-like seas surrounded by hundreds of giant sea turtles resting on the surface. Were they resting from an active sex life or the last Tehuantepecker?

Everyone has heard horror stories about Puerto Madero and it's not the place you would want to spend your next vacation, but we needed fuel and ice, so decided to stop. We tied Med style to one of the fishing piers in the east anchorage at 9:00 a.m. and hired Eduardo to transport us in his pick-up. In three hours we had jerry jugged diesel from the local Pemex, loaded with ice, beer, bread and fresh vegetables, and checked out with the Port Captain. There were no port fees or *mordida*, and Eduardo charged only \$4.00 per hour for the use of his truck and guide service.

Expectation made the sail to Playa del Coco, Costa Rica with *Liberty* in just under four days and never had winds over 25 knots. Obviously we were lucky as earlier boats had encountered gales in the Gulf of Papagayo and *Shangri-La* had crossed in almost total calm just four days before.

Unless you are in a huge hurry, and that would be a shame, *Playa del Coco* seems the perfect place to enter Costa Rica. Liliana, the Lady Port Captain, speaks excellent English and is most helpful. The important thing is to have your Costa Rican visa before you arrive.

A Costa Rican visa is not like a Mexican Tourist Card — it's stamped into your passport — and we had been told by the Costa Rican Consul in Los Angeles that we

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should just get it when we arrived. All well and good, but it's free outside of Costa Rica and \$20 per person plus hassle if you wait.

Another advantage of arriving in Playa del Coco is the chance to meet Maury Gladson, the youngest 80-year-old Seven Seas Cruising Association ex-Commodore around. Maury has been welcoming cruisers to Costa Rica for 20 years and will be happy to change your money, mark your charts, or help you in any way he can.

Fuel and water are available by jerry jug at Coco but, if you prefer, you can continue south for another 12 miles and take them dockside at the small marina at Bahia Potrero. While you're there, you may want to treat yourself to a real gourmet meal at Fred DeRewal's Hacienda Las Palmas. This first-class hotel/restaurant is three miles from the marina and there are no cabs, but they will provide transportation if you call them on VHF.

From Potrero you can day sail to Puntarenas with stops at Samara, Bahia Ballena, and Playa Naranjo. The Hotel Oasis del Pacifico is within a few hundred meters of the ferry dock, so it is a place to leave your

boat for a trip to San Jose or the States if you don't want to take it into Puntarenas.

The Oasis has a nice pool and restaurant and Lucky Wilhelm, the owner, will provide lots of information free of charge or let you use his facilities, wash your boat, etc., at a nominal charge.

Entering Puntarenas is a little tricky and you definitely want to do it on a rising tide, but we had no trouble using a sketch drawn by Lucky and were able to avoid the \$50 charge of the self-appointed local pilot, Ramon. What we didn't avoid was a \$120 charge for overtime clearing on a Saturday afternoon and an \$80 charge for four visas. Go in with your visas during normal working hours and you can save big money.

There is a small yacht club with bar near the Parque Acuatico where you can anchor and clear in and stay or, after clearing, you can go on up the estuary about a mile and a half and anchor at the Costa Rica YC. The first has showers, a laundry and bar, all rather sparse, but is right in town. The Costa Rica YC has dockside fuel and water, ice,

pool, restaurant, bar, nice showers, and friendly people, but is a \$1.75 cab ride (or 20 cent bus ride) from town.

— nick and betty 5/9/86

Cruise notes:

Free no more. As of early July, recreational boats returning to the United States from a foreign port will have to fork over a 'user fee' for customs services. This fee, incidentally, does not cover any overtime or other fees that might be assessed. We're not sure of the fee, we've heard both \$5 and \$25. No matter, you'll be able to pay with cash, check or money order. Customs does not accept American Express — yet. Be sure to save your receipt — you only have to pay the fee once a calendar year.

The bad news from the Solomon Islands is that **Namu**, a sudden late season typhoon, struck the Solomon Islands with winds up to 115 mph and huge seas. Early reports are that as much as one third of the 250,000 inhabitants of the 900-mile chain have been left homeless. While not on the Milk Run, the Solomons are still popular with some cruisers.

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Competitive boat. Tandem trailer, 4 hp Johnson, Kevlar sheets, 4 mylar jibs, North main, 2 spinnakers, Loran, RDF, digital compass, stereo cassette. \$24,000. Bart, 548-3730; 482-0863.

CAPE DORY 36

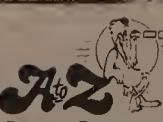
Beautifully maintained classic full keel performance cruiser. Extra sails, ground tackle, electronics, dodger, etc. Hand-rubbed varnish inside & out. Many other extras. \$79,900 (40K below replacement). (415) 234-7546 or (415) 549-1439.

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Lee Stephens Reverie, beautiful 46-ft cutter available for spring and summer charter; Fully equipped: Autohelm, Loran, Nav Station, dinghy with o.b., etc. Rates \$275/day. Special rates for mid-week, weekly and monthly charters. Lee Stephens Yachts (916) 791-7074.

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25-FT PACIFIC SEACRAFT SLOOP Pocket cruiser, classic double-ender, great Bay & Delta family boat. Sleeps 5, slide-away galley, bowsprit plus extensive inventory. \$18,000. (415) 594-0314 evenings or weekends.	STEAL THIS BOAT FOR \$12,990 — OLSON 25 New boat. Full factory warranty. Never launched. Join the fastest growing one design fleet in Northern California, or race in new MORC fleet. Fast and fun, but also a great family cruiser. Deluxe interior with queensize V-berth, galley, twin iceboxes. Comfortable cruising interior for two couples. Double spreader, tapered spar, Internal halyards. Harken blocks and traveler. Barient winches. Waterline stripe (red) with pin stripe (gray). Lifting eye for hoist or ramp launch with trailer winch. Call David Henderson at (602) 257-8777; or (415) 331-7296 (leave message).	1981 J/24 Immaculate, race rigged, cruise ready. Radio, outboard, set of 6 sails. New "offshore" bottom paint. Clean. Berkeley berth. This is a great day boat, weekender & a fast racer. \$12,000/OBO. (415) 946-0891.
EXPRESS 27 1983. Lipstick for sale. All North inventory. Outboard, Signet 1000, custom race-rigged. Get your Express 27 in time for the Express 27 Nationals in Santa Cruz this June! Only \$26,500. Leave message (415) 339-0201.		COMPLETE MULTIHULL RIG 36-ft mast, boom, spinnaker pole, headfoil, standing rigging, chainplates, halyards, sheets, fully battened main, 5 headsails, 2 spinnakers, sailcover, plus many other parts. Must sell. Make offer. Call 824-4043 after 5 p.m.
25-FT TRIMARAN WINSOME Excellent condition with a safe, fast track record of sailing the Bay for 6 years. Flamet standing rig only 3 years old. 1983 o.b., VHF, km, ds, Autohelm 2000 & spinnaker & much more to see. \$10,500 neg. (408) 266-7696 evenings.	U.S. 25 — MADE BY BAYLINER 1982 sailboat, excellent condition, sleeps 5, 7½ hp Honda with generator, enclosed head, teak interior, ready to sail! Berthed at Emeryville Marina. Take a look! Owner anxious to sell. \$9,950/B.O. Call 254-9059 eves.	RANGER 29 Great Gary Mull design just moved from Lake Michigan fresh water, loaded with 15 sails, Atomic 4 i.b., autopilot, VHF, full electronics. White hull, red boot. Good condition throughout. Best buy on the Bay. Jim Schrager 893-9196, leave message.
DIESEL CAL 2 25 \$18,900 Fast, spac., beaut. des., constr. & maint; 5'10" headroom, 5 bunks all over 6'6" long, Yanmar 8, dual batts & fuel tank, shore power; alcohol/elec. stove, VHS, ds, speedo, compass, 2 headsail & more. Orig owner; divorce sale. Richard (916) 922-1792.	CAL 20 Good condition. New sails, new motor, new rigging. Upwind Berkeley berth. \$4,500. Bill 284-4871 or John 524-1532.	PEARSON 30 '78. Freshwater berthed. Can include slip in Delta. Fully equipped, very good condition. \$25,000 or good offer. Career change forces sale. Eves. (916) 678-1372.
HERRESHOFF 38-FT LAUNCH Perkins diesel, 10 kts at Igph, fiberglass strip planked, transom gate, swim platform, VHF, CB, safety equipment, low hours, highway trailer. \$18,500 or trade for repairable sports car(s), machine tools, etc. Jim Rudholm (209) 897-2757.	CHEOY LEE 36-FT OFFSHORE WORLD CRUISER Magnificent f/g sloop just completed 24,000 of cruising. Completely refitted, repainted. Year old Volvo MD11C, teak on glass decks, Arles vane, Autohelm, holding plate refrigeration, roller furling, roller reefing, 12' Achillies, Johnson 15, 2 SSB's, VHF, RDF, SatNav, depthsounders, speed log, stereo, 2 sets sails, generator, power winch, much more. Rigged for solo ocean passages, ready for the blue water. \$54,000. Sausalito, ph. (415) 332-0924.	SANTANA 22 1967. Hull No. 214. New paint top/bottom, new mast, h.d. rigging, new genoa, depthfinder, compass, 6 hp Johnson, extra sails, Berkeley berth. Excellent condition. Half or full interest, partner moving. \$5,000/offer. (415) 799-7498 eves.
PEARSON 323 1979, French gray hull, Volvo diesel, h/c press. shower, Lectra San head, 3-burner CNG w/oven, wheel steering, chrome hooded compass, dodger, VHF, km/depth, cushions, custom upholstery, Coyote Pt. berth available. \$47,000. (415) 369-0943.		BRISTOL 32 KETCH Cruise equipped with autopilot, SatNav, propane stove/oven, dinghy, VHF, full keel. Make offer. (415) 328-3820 (msg for appointment) or (415) 593-9644 or (907) 272-5830 eves. Boat in Redwood City.
MOORE 24 '81. Like new condition. White hull, tan deck, red boot. Main, 3 jibs, 2 spinnakers, trailer, compass & knotmeter, 4 hp long shaft Evinrude used once. Best offer. (415) 322-4204.	LET'S TRADE!!! My 34-ft Hans Christian cutter-rigged sailboat for your 27-30' Cal, Islander, Ericson, etc. My boat is the perfect Bay or ocean boat, or an excellent liveaboard. Diesel, fatho., VHF, km, genoa & drifter, propane stove & oven, windvane, dodger, heater, all teak down below. We lived on her for 8 months while cruising so we know she's safe and comfortable. We'll consider cash, your boat and a note totalling \$67,000. Call (415) 236-5215.	CAL 34 1976. 4 cyl. diesel, wheel steering, CNG stove/oven. C.P. berth. \$41,900/offer. (415) 349-4901.
ISLANDER 30 Must sell immediately! 1979 I30, great for cruising S.F. Bay. 5 sails, dodger, am/fm stereo, hot water, shower, & much more. All reasonable offers will be considered. Don Miller (408) 732-8770 work; Walter Boisvert (408) 266-3253 home.		PIER 39 BERTH RENTAL — \$180/MO. S.F. waterfront upwind-facing 36-ft slip. Short/long term. Will consider lease option. Telephone connections. Laundry, discounted parking, security guards, showers, shopping center, restaurants, views. (702) 825-1736.
PIER 39 Berth for sale. Prime marina location. 36-ft. Call Doug Gooding, days 397-6700.	BAREBOAT WANTED San Juan/British Columbia. 32'-up, Aug-Sept, 4-6 weeks (flexible). Experienced skipper, So. Cal & Virginias. What do you have? Tom Bazley, P.D. Box 644, Orange, CA 92666.	CAL 28 Good cruising boat with as much cabin space as a 30-footer. Atomic 4. Seven sails. Many extras. \$14,500. (415) 961-0478.
1984 CATALINA TALL RIG Custom features & rigging. Mint condition. Inland sailed. Trailer, custom int., dodger, o.b., dual batteries, 2 spds. Custom sails w/spinnaker. Must see to believe. Days (209) 298-4933; eves. (209) 435-7737.	1980 CAL 39 Must sell! \$100,000 boat will be sacrificed for \$60,000 or best offer over and above. Contact Angel at (408) 288-6363.	1969 23-FT ERICSON Great condition. Perfect Bay/Delta sailboat. Sleeps 4. Has 6 hp outboard, Porta-Potti, depthfinder, sink, icebox. 1985 survey & bottom paint. Survey value \$7,850. Am desperate. Will sacrifice at \$5,000 firm. Scott (415) 665-5553 days.
\$12,000 SANTA CRUZ 27 1974 hull, Guava. Trailer sailed, excellent condition. Race/cruise. VHF, trailer, 6 sails. Very clean & well maintained. (415) 924-8421 eves. or (408) 423-9902 eves. See in Santa Cruz.	EXCELLENT CRUISER/RACER K-32 by Kettenburg Marine. 1978. Alan Payne design. Fiberglass construction. Volvo 13 hp diesel. Sloop rigged. Fin keel. Beautiful teak interior. Marine head. VHF. Sleeps 6. Combi instruments. 4 sails. All lines aft. Many extras. Complete specs and photos to serious buyers. Call Rick Davis (408) 946-6700 days; (408) 749-9812 eves.	COLUMBIA 29 Race, cruise, liveaboard. Recent survey shows above average condition. All found. \$21,600. By owner. (415) 769-8350.
ARIES 32 Excellent condition. Asking \$35,000. Evenings (415) 454-3325.		43-FT WOOD KETCH FOR SALE Fixer-upper at a bargain price. Very well built but still needs lots of cosmetic work plus new main mast. Lots of equip. 9 bags sails. Recently surveyed at \$45,000. Asking \$38,000. Jerry 234-3082.
MARINE SURVEYOR JACK MACKINNON Call anytime (415) 276-4351	 A to Z Signs & Graphics	COAT LETTERING BEAUTIFUL, LONG LASTING & REASONABLY PRICED CALL FOR OUR CONVENIENT DRDR FDRM (415) 552-2441
NOR-CAL COMPASS ADJUSTING Magneuto™ System Exclusively 1. Boat Remains in Berth. 2. Owner's Presence Not Necessary. 3. Eliminate Deviation. Dick Loomis	Join our first all women's cruise in Tahiti (Bora Bora) this November 14-21. Sharpen your sailing skills in our 7-day class for women, taught by women. Results guaranteed in a supportive atmosphere with NO YELLING. Enrollment limited to 10. Write or call Mahina Cruising Services, Box 850, Friday Harbor, WA 98250. (206) 378-2393.	ATTENTION WOMEN SAILORS
READY OUTBOARD SHOP 245 GATE 5 ROAD, SAUSALITO NEW AND USED MOTORS Inflatable Dinghies and Tenders 9 to 5 (415) 332-5233		PATHFINDER SELF-STEERING VANES Buy Direct From Manufacturer "Successfully Used for Years" Call Bill Paulson: 453-8722 454-9285 Western Sales Mfg. Co., San Rafael, CA

6-MAN LIFERAFT FOR SALE OR RENT In valise, E-pack, new 83/84, current certification. (415) 931-4384.	LIVEABOARD HARDIN 44 IN S.F. Deluxe teak interior, spacious 6'4" headroom, 13.4 beam, custom drapes & carpeting, queen bed aft cabin, dodger, teak decks & rails, loaded with gear. Cruise ready. \$114,900 or best offer. Dr. Schemmel, (408) 294-8522.	CAL 2-27 Inboard, super clean, recent haul out, survey, new bottom & engine overhaul, many extras, original owner. (209) 944-0944 or (209) 477-3979.
HELP WANTED Monterey Bay's finest full service sailing school seeks qualified instructors & licensed skippers to teach our comprehensive curriculum & skipper charters, cruises & fun sails. Resume to: The Sailing Set, 413 Lake Ave., Santa Cruz 95062 (408) 475-5411.	NEWPORT 27S Excellent condition, must see. Atomic 4, 100, 130 jibs and main-sail with cover, stove, icebox, anchors, compass, VHF. \$16,000. Eves. & weekends, (415) 365-1440.	FATTY KNEES SAILING DINGHY 9-ft version with all the extras: \$1,250. Also '75 Volkswagen Westphilia Camper in very good condition: \$3,000; or \$4,000 for both. 892-1311.
37-FT WOODEN CRUISING SAILBOAT Flush deck, full keel, cutter rig, built 1948. Cedar over oak, galv. fastened, cement ballast. Volvo diesel, full electronics, El Toro dinghy, Redwood City slip. Must sell. \$18,000/best offer. (415) 321-0570.	SAILBOAT FOR SALE Ericson 25, very good condition. 10 hp Honda outboard. \$20,000/O.B.O. Days (415) 876-2970; eves. & weekends (415) 355-1849	CF-41 — FAST CRUISER/RACER Dennis Choate designed for IOR, refurbished as a comfortable, roomy & fast liveaboard. Exciting boat to sail. 17 sails, full electronics, well maintained. Need to sell soon. \$79,000. Call Tracy, (619) 435-9169.
NEWPORT 30 PH II 1977 Gary Mull designed boat in very active one-design fleet. Boat is race-rigged & cruise ready. Has tiller, autopilot, T-cockpit, CNG stove w/oven, spinnakers, Atomic 4, 75 gal water, 25 gal. gas. \$30,000. (415) 387-9864.	CAL 2-29 In good condition. Wheel, diesel, new paint, headfoil. Sleeps 6. Many extras. Good family boat. Has active Bay racing class. Call (415) 234-3131 ext. 241 days; 461-3638 eves/weekends.	CATALINA 30-FT 1981 model. Wheel steering with Ritchie compass, Lewmar 42 self-tailers, and more. Clean well kept boat in excellent cond. \$32,000 or best offer. (209) 532-3855 days; 533-3129 eves.
CAL 24 Shoal keel & centerboard, E-Z Loader trailer, o.b., 6 sails, head, stove, battery system. \$5,500. Phone (707) 253-8385 eves.	FOR SALE Dinghy, fiberglass, 7-ft Lapstrake design, teak trim. Can be fitted w/sail: \$350; Marine engine, 30 hp. Universal Atomic 4, zero hours since rebuilt: \$500. (415) 459-6520.	CRUISE MAINE & NOVA SCOTIA Experience offshore and coastal sailing on <i>Blue Sky</i> — a Mason 43. Enjoy very economical share expense-type cruising. Call Bob LeFevre or Linda Dowd. (209) 524-1211.
SAIL THE GREEK ISLES!! July 7-13, Atlantic 55. Can accommodate 8; room for 4 more! \$1,363.60 max. For more information, call (408) 629-9237.	FOR SALE Drascombe Lugger: \$3,500. P-Cat: \$1,500. Wanted: Drascombe Longboat. Douglas Knapp, 585-9751.	ISLANDER 36 1972, 9 North sails, 8 winch., Martec fold. prop., full Signet instr. (ds, wp, ws, km, log), VHF, EPRIB, Anch. windlass, RDF, dodger, tillermaster, new rigging & thru hulls 5/85, hauled & surveyed 4/86. \$44,875. (209) 275-1391, M-F 9:00-5:00 p.m.
RAFIKI 35 Full keeled blue water cruiser in excellent condition. Sloop rigged, Pineapple sails. Teak interior and decks. Custom upholstery, stereo, VHF, dodger, propane, Volvo diesel. Great day or Delta boat. \$67,500. (916) 485-2321.	OLSON 30 Immaculate performance vessel with custom LPU cabinsides, 9 bags of sails, new Johnson outboard, VHF, knotmeter, compass, RDF, battery charger, man overboard pole, float cushions, ground tackle & new bottom paint. \$25,000. (415) 522-5900.	PEARSON ARIEL 26-ft long keel sloop. \$8,500. John, 644-1968.
IS THIS YOUR YACHT? SPINDRIFT 43 '82 Strong, powerful f/g dbl-ended cutter. 100 Owner supervised build, sustom teak 4 cabin layout. Well equipped for cruising. Lying Annapolis, Md. Ready for the Atlantic/Carribean. \$119,500. Call (703) 360-1963 8 a.m.-5 p.m. daily.	24-FT ISLANOER BAHAMA Strong, fine handling 'plastic classic'. Extra sails, full electronics, all new rigging, many extras. Very active class. Alameda slip. \$8,000. (415) 498-7089 days; or (415) 881-0546 eves.	RESTORED ALBERG 35 1965, new LP, re-chromed, fabric interior, Westerbeke 4-107, Espar heater, cold machine, Autohelm 3000, new North main, 6 exel. headsails, full electronics, Barient 27 ST's, numerous extras. The finest afloat. \$49,500. (206) 365-3888.
CAL 40 A very nice freshwater boat that has never seen salt water includes: Loran, autopilot, electric refrigeration, an extra engine and many sails. Asking \$55,000. Serious inquiries. Call (415) 965-4168 or (313) 823-6971.	TAYANA 37 Moving. Must sell quickly. Price reduced to \$72,000. Excellent condition, much cruising gear, well maintained. All offers considered. Phone (916) 961-1729.	RACING SAILOR New to the area, I have 18 years of racing experience which includes 23 Mackanac races, skipper 86 MORC Nationals, Cowes and Block Island race weeks. Wish to sail on IOR or ultralight 40' and up. (415) 965-4168.
MOVING SACRIFICE Must sell lifetime membership with Club Nautique. Free lessons & use of training boats. Fantastic advantage for interested sailors. \$1,800. Ph: (408) 268-6577.	COLUMBIA 36 \$37,500. 1968 f/g sloop, fin keel, diesel, windvane, autopilot, wheel steering, shower, refrigerator, VHF, propane stove/oven, much more. Easily singlehanded. Two boat owner. Call Ted, M-F days, (415) 326-1430.	PEARSON TRITON 29 Pocket cruiser, diesel, Monitor windvane, new dodger, custom interior, propane stove, VHF, CQR, refrig, staylocks, cockpit cushions, well equipped for Mexico. \$21,000. (714) 786-3425.
BRISTOL CONDITION 1976 Islander 30 Mark II sloop. Volvo Penta diesel, refrigeration system, water pressure & heater. Autopilot, VHF, RDF, pedestal. Custom cruising struts, full canvas, 8' Zodiac. Many extras. Listed \$36,000. Through classy \$32,000. (619) 435-3549.	SAILS Catalina 22 used sails, 90, 110, 150 and main. All good to excellent. Best offer. Call Dick at (408) 998-7474.	DOWNEAST 38 1978. Heavy cutter. Low hours diesel. Brokers say 'Nicest on the West Coast'. Much custom teak including cockpit decks. Well cared-for beauty. \$75,000. Berthed in Ventura. (805) 527-7374.
FOR SALE: FURUNO LORAN C NAVIGATOR Model No. LC-80. Never been out of original carton. \$650 or best offer. Call Chris at (408) 739-0959.	SAILS Sails Catalina 22 used sails, 90, 110, 150 and main. All good to excellent. Best offer. Call Dick at (408) 998-7474.	CAL 20 Completely refurbished 1985. Evinrude in well, just tuned 1986. 2 sets sails. See berth B-55, Alameda Marina. \$4,500/offer. Berth \$65 per month. Guaranteed with sale. Consider f/g 'power' trade. Private owner (415) 522-2525.
ENJOY A YACHTING VACATION on the Bay or Delta aboard my beautiful 43-ft sailboat <i>Compass Rose</i> . Sleeps six. Shower, refrigeration, stereo, instruments. \$250/day. Weekly rates available. Call Jon (415) 427-5499.	CULLEN MARITIME SERVICES, INC. MARINE SURVEYORS — APPRAISERS — CONSULTING ENGINEERS COMMERCIAL AND PLEASURE Members National Association of Marine Surveyors Since 1975 2480 Fifth St., Berkeley, CA 94710 Telephone (415) 849-3041 / Telex: 34395 CMS INC BERK	
THE CRUISING CONNECTION A Cruising Support Service for People Who Sail the World Mail forwarding and/or bill paying. Please write for details: 1290-D Maunakea St., Honolulu, HI 96817.	WESTSAIL OWNERS ASSOCIATION Regional rendezvous, Newsletter, Races, Westsails For Sale list \$10, dues \$12 per year. Contact George Bachman, P.O. Box 112, St. Mary's City, MD 20686.	
CONDO MOORAGE FOR SALE OR RENT Excellent facilities, clubhouse, laundry, jacuzzi, mini-storage, concrete floats. Friendly atmosphere for liveaboards. Easy commute to Seattle. Terrific buys on slips. EAGLE HARBOR MARINA, 5834 Ward Avenue N.E., Bainbridge Island, WA 98110 (206) 842-4003	 Do You Roce? Cruise? Or Just Care About Your Vessel? Coll RICK'S DIVING SERVICE (707) 778-8690 For A Great Bottom Job! Thorough Cleaning And Reasonable Rates	

NEWPORT 27S 1978. Inboard, f/g sloop. Club jib, 150% genoa, dual batteries, Barent 21 winches, s/s boarding ladder & lots of other goodies. Berthed fresh water only. Must sell. Call (415) 932-2987.	"WAVERIDEK" 1984 J/24. US-3884. All white racing machine, grey nonskid, white spars. All Harken, Barent. Four North 1984 sails. One new Sobstad main. One new Sobstad heavy air genoa. Caulkins trailer. Custom, one-design deck layout. Fairing keel, rudder. Two spinnaker poles. This boat is a beauty. 1985 race record: 3rd Metro Series (one first); 5th YRA Season Championship; 2nd Mallory Cup 1/4 finals (one first). Always dry sailed. Pat Loomis, 522-8130. \$22,000.	WANTED TO BUY Pair men's It. wt. rubber Sperry topsider sailing boots. U.S. Made about 1972. Solid black, white squeegee sole & heel. Will pay \$50 if in reasonable condition. Med. or large size. 527 Wellington, Seattle, WA 98122. (206) 325-0723.
MISCELLANEOUS BOAT GEAR FOR SALE Stove, Shipmate wood burning, s/s: \$160; depth recorder, new, Aqua Probe 370R: \$400; Solar panels, Arco, kit form, 42 watt each, new: \$200 each. (415) 523-4768 after 4 p.m.		1980 41-Ft PT TRAWLER Exc. cond. vessel. Fully equipped w/radar, Loran, ssb, autopilot w/remote, Faruno color fishfinder, 3 fathoms, heat/aircond., desalinator, 7.5 kw gen., 10 cu. ft. freezer, 9-ft dinghy, full galley, sleeps 6, much more. \$129,000. (209) 575-5855.
SAILBOAT TRAILER Set up for deep keel Burns/Wilderness 21. Can be adjusted to similar light weight sailboat to about 23'. Very good condition. \$1,200 or best offer. San Francisco 731-4255.	RHODES 33 Beautifully maintained classic. Just hauled, surveyed and painted. New sails, log and depth meter. Sausalito berth. \$12,500. (415) 826-7595.	FOR RENT Waterfront home, 40-ft deep water dock, 2 bedrooms. Below Napa River Marina, 10 miles south of Napa. (415) 388-0582 or 332-1678.
FOR THE GOOD GAY LIFE AFLOAT The largest gay yacht club in northern California, the Barbary Coast Boating Club, welcomes both sail boaters and power boaters. For membership info call: (415) 237-1213.	FANTASIA 35 Every option & much more. 72K Bill Hogarty, days (408) 985-2400.	MERCEDES DIESEL 40 hp, new: \$2,800. 65 hp, used: \$900 plus parts. Jay (408) 723-1697.
VENTURE 222 Fast 22' swing-keel f/g sloop by MacGregor. 5 sails, from storm jib to 128% genny. Sleeps 5. Sink, icebox and Porta-Potti. Has 15 hp Johnson and lots of extras. On its trailer, Berkeley Marina. Asking \$3,750. Phone 947-0670.	57-FT LUEN KEE MOTORSAILING JUNK Twin Gardner dsl, red junk sails, large cargo hold. Would convert to great liveaboard or Mexico dive boat. Beautiful carvings, 12x14 aft cabin. \$118,000. (415) 588-4628; 439-2672. P.O. Box 351, Isleton, CA 95641.	FOR SALE Distressed, must sell Force 50 ketch. Loaded, teak int., 120 hp Lehman Ford, refrig, ap, roller furling, radar, VHF, ham, gen. Asking \$135,000. Keep it in HI or owner will deliver. J. Ponsen, 1804 Ala Moana Bl., Honolulu, HI 96815. (808) 944-4666.
SET A RECORD! Oakland-Catalina Yacht Race July 7, 1986. Join the champion-ship crew aboard the 65-ft maxi, downwind machine Zeus! Six berths are available at \$1,000 each. Call Ben T. Choate for details (415) 383-7006.	CASCADE 36 Fast, reliable cruiser custom built to exceed mfr. specs. F/g outside, all mahogany inside. Rigged for single handing: jib and main Farnet furlers lead back, fiberglass dodger, hydraulic steering, 15 hours old 24 hp diesel, gas stove, Danforth 2000 head, electric refrigerator, sleeps 7. Plasticom control, VHF, AWS, ds, kml, Loran C. Launched 2/85 and babied. Replacement value surveyed at \$96,000. Must sell for much less. Serious buyers only, please. 581-3909 evenings.	CREWMAN 27, experienced in class F racing, seeks Bay-racing skipper who finds winning more fun. John Kristian (415) 940-4818 days; (415) 940-1297 eves.
21-FT VICTORY SAILBOAT On trailer, good condition, new paint, new sails, new jam cleats, fast day sailor. \$2,300/B.O. Call Tony (415) 941-8669 or (408) 736-0921.		DREADNOUGHT 32 Fine example of this world cruiser recently returned from Australia and ready to go again. Completely outfitted. Santa Cruz, (408) 426-2440 before 8 a.m. or after 6 p.m.
FOR SALE 27-FT ERICSON Atomic 4, telephone, galley, head, legal liveaboard. Marina del Rey. Asking \$18,000. (602) 866-0157 evenings.	STEAL THIS BOAT! Columbia Challenger 24'. Best offer over \$4,000. (415) 641-5169 eves., Susan.	BEAUTIFUL PEARSON 36-FT This boat is like new inside and out. New bottom, rigging, electronics and much more. Ready for day sailing or world cruising. 342-2777.
25-FT NORDIC FOLKBOAT (FIBERGLASS) My buyer defaulted; this boat is back on the market. Excellent condition. Full boat cover, dock box, and outboard included. \$9,500. Now in San Diego, will share move cost to S.F. (619) 481-7081.	WYLIE 34 Racer/cruiser. Commissioned December 1979. Well equipped. Priced thousands below market at \$44,500. Call (415) 969-9336.	1984 J/29 Three mylar headsails, kevlar leach main, all Ulman sails. Depth & speed. Two compasses, stereo, head. Bring a trailer. Dc Expo, cruise San Juans, trail back to S.F. Save a bundle. \$30,000. Seattle, WA. (206) 488-7075, Vern.
FJ (SAILNETICS) 2 spinnakers, Pineapple sails, Proctor mast, lots of extras. \$975. 681-1400; 661-3842, Charlie.	SERIOUS BUYER Ready to buy your 35'-50' offshore/cruising sailboat. Prefer center cockpit f/g, steel or quality wood hull. Require creative, private financing. Have good steady income, lousy credit (divorce). Interested? Send info. Box 948, Los Gatos, CA 95031.	SABRE 34 — 1983 Maine built cruiser/racer. Ready to cruise. Loran, VHF, depth, knotlog, autopilot, dodger, self-tailing winches lead aft, windlass, bowroller, refrig., propane stove, h/c press H2O, DC converter, AC wired. \$96,000. (619) 566-2411.
O'DAY 34 Sturdy racer/cruiser. Well equipped with hot water, shower, propane stove and oven. Good liveaboard or family cruising and club racing. \$51,000/OBO. Call (408) 778-4447.	FOR SALE: SUPERB YANKEE 30 III LA DIANA Start this sailing season with a proven winner and a fully equipped cruiser, all in one fantastic sailboat! <i>La Diana</i> sails like a dream in all winds and is really raceable with a crew of only 4 or 5. She is wonderful for singlehanded sailing, too. New Sobstad sails helped <i>La Diana</i> win first places in the LAYC LA Times Series and the Long Beach Sobstad Race Week in 1985. (PHRF: 162) <i>La Diana</i> is in beautiful condition. (MORC 22.8) Marina del Rey slip. \$32,000. Fred Huffman, owner. Bus: (213) 823-1809; res: (213) 476-2087.	SANTANA 22 OWNERS Enjoy your boat more by belonging to the Santana One-Design Association (SODA). Monthly newsletter, racing, group cruises, seminars and other social activities. To receive information, call (415) 521-1020 and leave your name and address.
"GYPSY FIRE" Well known, cust. Morgan M382. Bristol cond., doc. & loaded. \$69,500. The perfect blend of a successful, fast PHRF racing boat & a sound, extremely comf. cruising sloop. For details/appt: Eves. (415) 456-9755; days 882-2667.		VENTURE/McGREGOR 222 Ready to sail, well maintained, 2 sails plus 150 genoa, trailer, 6 hp Evinrude, Pop-top cabin, swing keel, kick-up rudder, cushions, galley, head, refrig., lights, battery, compass, anchor. Inspect at Sausalito berth. Nights 924-0170. \$4,600/OBO.
CRUISE TO BEAUTY . . . Victoria, BC to Glacier Bay, Alaska via the magnificent Inside Passage. CHARLIE'S CHARTS NORTH TO ALASKA available at marine book stores		WET BOTTOM CHARTERS Blow out the cobwebs and sail away the day on the Bay with a crew to tend to your every need! Treat your small party royally. Randy and Darlene Giovannoni, (209) 226-0310.
CHESAPEAKE BAY Enjoy a vacation on the Bay between Annapolis and the historic Eastern shore on a veteran world cruising Nicholson 32. Eat a lot of seafood and learn a little celestial navigation. Call John Dean (503) 636-5403, early morning low-rate calls encouraged.		CHARTER — SAN JUAN ISLANDS/VANCOUVER EXPO Yamaha 33 sailboat. Ocean racer rigged for comfortable cruising. Sleeps 8. Full elect. equip. 6 sails, sailing dinghy incl. Discount to experienced sailors. Private owner. Free brochure. (206) 328-1999.
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SANTANA 22-FT Spinnaker rigged. Extra sails incl: new 150%, 6 hp o.b., knotmeter, many extras. Good condition. Motivated seller. \$3,850. (415) 842-0358 days; (415) 228-1848 eves/wkends.	VALIANT 40 — \$98,000 Cruise ready. Excellent maintenance 1976. VHF, ds, SSB, survival liferaft, boat covers, Avon Redcrest, stereo. Immac. below decks. Sails exc. Engine exc. New: rigging, upholstery, batteries, bottom paint and sail cover. (408) 867-1329.	WANT TO OWN AN 8 UNIT APARTMENT?? I will trade my \$55,000 equity for a sailboat of equal or less value. Cash or note to balance trade. The units are professionally managed for hands-off ownership, shows good positive cash flow. (415) 892-1924 eves.
21-FT O'DAY YNGLING New bottom 5/85. Berkeley slip. Many extras. \$2,500. 836-3081.	ISLANDER 24 Exc. cond. Sleeps 4, stove, sink & storage in galley. Thru-hull head, battery, Honda 10 hp w/remote controls. 2 mains, 2 jibs. All new hatches solid teak. Full keel. Great sailing boat. \$6,000. Days (408) 277-2528; eves. 266-3022.	37-FT SEARUNNER TRIMARAN Custom built, stainless rigging, Edson steering, West epoxy, 3 anchors, 6 winches, propane 4-burner/oven, teak hatches, and much, much more! \$39,000. (916) 331-7857; (916) 973-2084.
MUST SELL NOW! SYRINX 40' wooden classic. English built, excellent hull. 1936. Master of Mariners winner. Good cond. All teak & bronze fastenings. Beautiful interior! 1 of a kind vessel! Asking \$53,000 or offer. Berthed at Pelican Harbor #46. Call 331-0618; 332-2150.	1984 O'DAY DAYSAILER Fast, fun, 17' sailboat. Used 2 times, like new. Includes main and jib sails. Cuddy enclosure, locking doors and new trailer. \$4,600. Gary (415) 591-6587.	BALBOA 26 Swing keel, 9.9 Johnson o.b., dinette, settee, v-bunk. Nice galley, Porta-potti, lavatory, battery charger, 3 sails & more. Tandem trailer. \$10,000. (408) 423-6529.
STAR NO. 6438 Excellent condition. Custom-built in 1979. Hull, rig and all racing equipment is up to date. Full cover, galvanized trailer, Sobstad, North and Melges sails. Lots of extras. \$4,500. 481-1317.	WOOD SPARS Hardin 45 ketch spars & standing rigging. Main 46'3", boom 16'7", mizzen 25'10", boom 11'4", stays'l boom 12'6". Spars painted white less winches & turnbuckles. \$1,500/make offer. Fred Diel, POB 2364, Santa Clara, CA 95055 (415) 589-7967.	GREAT LIVEABOARD CT 41 cruising ketch, full keel, f/g hull, 3 cabins, center cockpit, Perkins 4-107 diesel. Will consider auto for down. Motivated seller. In privately owned berth. (415) 523-9704.
SAILOR SEEKS PASSAGE FROM HI TO SO. PAC-AUSTRALIA Experienced and easy-going 27-year-old male willing to commit time, energy and share expenses on a voyage leaving anytime after August 1. Very flexible. Please leave message at (415) 365-2004, Michael.	TIME SHARE Sail S.F. Bay aboard a well equipped Ericson sloop. Prime Oakland Estuary location. No maintenance headaches, just sailing pleasure. \$975/year plus deposit. (415) 769-3904; (805) 942-7729.	36-FT FORMOSA KETCH EYECATCHING 1980 f/g-teak rendition of Angleman's Sea Spirit. Extra roomy cabin & deck. 7 bags, Loran, VHF, sounder, km, dinghy. CNG range, shower, holding tank, Volvo dsl, plus more. Call for specs., photos. \$57,500. (415) 820-7415.
NEW 9 KW DIESEL GENERATOR Never used, 220 V, 60 hertz, 4 cyl. sound shield. \$4,200. (415) 351-6804.	MOITESSIERS JOSHUA SISTERSHIP LOA 47'. On deck 40'x12'3"x5'6". Galvanized steel hull, round bilge, launched 12/72. Central cockpit ketch. Fine mahogany interior, 2 heads, aft cabin, 8 berths, Yanmar 3 SME diesel, 400 hrs. Speedloch, depth, self-steering, autopilot, VHF, Zodiac, etc. 9 sails, one owner. Sailed around the horn singlehanded. 88,000 miles behind her. No rust. Insured all around the world, for \$106,000 premium 1% per year, transferable. Best offer, yacht Feo. Moored San Francisco, Pier 39, slip F28, or call 986-1931.	ARIES 32 '74 cruising sloop, full keel, f/g hull, heavy const., new mast & rigging, LPU topsides, raised house, tons of teak below. Excellent condition. Large inventory. Sausalito berth. Must sell. \$34K. 332-8344.
14-FT HOBIE HOLDER 1984 with trailer and 2 hp outboard. Super clean. \$3,200. (408) 629-3220 San Jose.		31-FT PIVER TRIMARAN IN SANTA BARBARA HBR. Well kept, 2 outboards, 15 hp & 20 hp. 25 gal water, large cover, cool on hot days. Constant volt, stereo. Good ocean cruiser. \$18,500 w/slip. \$13,500/without slip. Will help transport. (805) 682-5553.
CAPE DORY TYPHOON SENIOR 22 feet LOA. 3,500 lbs displacement, 1 year old. 3 sails, beautiful, well built, easy to maintain. Berthed at Point Richmond. \$14,000. (415) 222-0871.	OLSON 30 Excellent condition. Outboard, VHF, new Micron bottom. \$20,000. (415) 849-2245 or (415) 521-0637.	FOR SALE — TANZER SLOOP 22½ feet, 3 sails, fin-keel, sleeps 4, Porta-Potti, 6 hp o.b. \$7,225. Phone Craig at (408) 475-1679 home or (408) 425-1102 business; or Bill at (415) 471-2413.
RANGER 23, 1974 Exc. cond., well equipped. Great race or cruise boat with active club. Has spinnaker, anchor, radio, stereo, 6 hp Evinrude, stove, depth gauge, km, compass, dinghy, stove, fresh bottom paint. SSF slip avail. \$9,500 (reduced). John (415) 726-0173 eves.	6-MONTH PARTNERSHIP LEASE Enjoy our 36-ft ketch this season. All amenities plus super safe cruising vessel. References required. \$200/month plus deposit. (415) 820-7415.	FOR SALE — CLUB NAUTIQUE YACHT CLUB Full family membership. All privileges included. \$2,200. Phone Doug at (408) 970-0105 or (408) 353-2248.
VENTURE 222 Fast 22' swing-keel f/g sloop by Macgregor. 5 sails, from storm jib to 128% genny. Sleeps 5. Sink, icebox & Port-Potti. Has 15 hp Johnson & lots of extras. On its trailer, Berkeley Marina. Asking \$3,500. Phone 947-0670.	SAILS — MUST SELL Main, Yankee, staysail from Baba 35; 700 sq.ft. Almost new. Ideal for boat builder or cruiser looking for a bargain. \$1,500 suit/B.O. Will sell separately. (415) 364-9038 eves.	RANGER 23 Recent survey available. Located in Sausalito. \$9,000. Days 362-2100, ext. 3105; Eves. 885-3440, ask for Eric.
27-FT STEEL PILOTHOUSE SLOOP Comfortable pocket cruiser. VHF, depthsounder, gas aux., hydraulics, inside steering, Loran, current commercial salmon license, fishing gear, Berkeley slip. \$14,500. Sellers motivated, let's make a deal. Call (707) 874-2882, Willis or Suellen.	CATALINA 30 Excellent condition, fully equipped, new engine commission 1980. Asking \$30,000. Can be negotiated. Call Judie for more info. (415) 283-3837.	TARTAN 37 WITH MONTEREY BERTH Superior fast cruising boat outfitted with finest gear: Monitor vane, Alpha pilot, Magnavox SatNav, Sitex Loran, propane stove, km, ds, 5 sails, Micron 33 bottom paint. \$78,000. (408) 662-8226.
CT-41 Cruising ketch, full keel, 1975 f/g, diesel, teak interior, original owner, well equipped, A-1 maintained. Would be a great liveaboard. \$72,500. (408) 779-7805; (415) 357-2245.	SELLING PARTNERSHIP Cal 2-30, 1/3 share, S.F. Marina berth, custom rigging, sleeps 6, lightly used, great Bay sailer. Kurt 986-8041 days; 339-2646 eves.	SELF-STEERING RIG Hi-tech airfoil. My 1st one like this sailed half the world, beautifully, under light winds or bare poles. My new boat has a rig so will sell this new one. \$390 or best. Walt (707) 823-1872.
MARINE SURVEYOR Appraiser (24 hours) (California State License) (U.S. Coast Guard Lic.)	EXPERIENCED SAILOR Skipper seeks part-time local charter work. Twenty-four years on San Francisco Bay. U.S.C.G. Six-Pak Ocean Operator License. References. Call Gary Carter, 388-3626; 621-3054.	
ATTN: MILITARY PEOPLE New berths available for rent at NAS Alameda Marina. Call Bill Harpster at 869-2840 in afternoon.	SANTA BARBARA CHANNEL ISLANDS Join John and Randi Sanger aboard their Valiant 40 Grebe — back from travels in Mexico and Hawaii. Eighth season of instructional/vacation cruises — 3, 4, 5 and 7 day. Brochure: EDUCATIONAL CRUISING, P.O. Box 1165, Santa Barbara, CA 93102. (805) 967-4700	
HANDS-ON INSTRUCTIONAL CRUISES Enjoy learning heavy weather sailing, anchoring, navigation, spinnakers & cruising skills. Join Solo TransPac skipper Mike Pyzel on a personally tailored 3-5 day live-aboard instruction cruise in Santa Barbara's offshore islands. Brochure: PYZEL NAVIGATION & CRUISING, 86 Olive Mill Rd., Santa Barbara, CA 93108. (805) 969-4195.	HOME-STUDY PRACTICAL PILOTING Cut through the fog with skills learned from ex-USCG officer and solo TransPac skipper Mike Pyzel. Our eight charting lessons are the fastest way for you to learn visual piloting, dead reckoning, fixes, loran and more. Satisfaction guaranteed! PYZEL NAVIGATION & CRUISING, 86 Olive Mill Rd., Santa Barbara, CA 93108. (805) 969-4195.	

LOOKING FOR A BARGAIN!! CAL 28 F/g, Atomic 4, 6 sails, autopilot, depthsounder, VHF, knotmeter, galley. Great Bay boat, large cockpit, excellent condition. \$14K. Must sell!! (408) 246-3464 or (408) 245-5129.	PRIVATE HOME WITH DOCK 185-ft waterfront allows 175-ft berth. Existing docks 50-ft & 30-ft. Beautiful, secure & prestigious setting. Very quiet. Napa Valley famous for quality living. Commute to Bay Area, work in steadily developing small city soliciting clean industries, or think of retiring in a mild, essentially fog-free climate near (but not in) the excitement of the Big City. 4 br, 2 bath, separate DR, sunken LR. Family room, 2 fireplaces, large closets. Pantry-utility room. 2-car garage. Room for expansion, pool or boathouse. New wool carpeting & appliances. Architect designed-custom built (not a development house). Several patios & gardens. 4 rooms w/large patio doors make it exceptionally light & airy. This home was briefly & fairly listed at \$285,000 (by realtor) but owner decided to split the commission with buyer, thus \$276,500. The place will sell itself. Owner can finance. Oh yes, totally untouched by Napa Flood! (707) 252-6229.	CAL T/4 SLOOP 24'+ LOA, 8' beam. Cruise: sleeps 4, 2-burner alcohol stove, sink, icebox, thru-hull head. Newly rebuilt 4 hp Evinrude, new battery. Race: 3 jibs, 2 spinnakers, pole. \$9,500/OBO. Vallejo berth. Call Arv (415) 939-0622 days; (707) 644-6892.
5.5 HP SEAGULL \$500 FIRM Long shaft, forward, neutral, reverse. 1 year left on warranty, as new, spares. Cliff, (415) 234-3976 evenings.		ALSO . . . MY GREATEST FEAR Having my phone number printed wrong for the Crew List. Correction: Women to Crew: Jane Gover, 27, (415) 459-1843; exp. 3,4/want 1,2,3,5/offer 1,3,4. I'm also interested & experienced to work on sailboats this summer!
\$8,000 For sale Baltic cruiser. 30' sloop, ply-glass over new rig, needs engine work. Any reasonable offer. Must sell. (415) 392-3321.		49-FT SAILING JUNK Very spacious above & below deck. All the amenities. Solid mahogany with natural finish. Sausalito berth, sunny, clean & secure. A very reasonable \$67,500. Michael 331-9621.
"JUMP UP" Is a Columbia 22. A very nice Bay boat, safe, easy to sail and sturdy. Below there is enough room for that quiet evening anchored off Sausalito. VHF, awning, 2 anchors, stove, +++. \$4,750. (415) 381-1240.	CAPE DORY 25D 1973, like new. Diesel with low hours. Sleeps 4. VHF, depth-sounder, knotmeter, genoa. Top quality throughout. Will finance or trade down. Price reduced. Must sell. \$29,850. (415) 524-5791.	SANTANA 22-FT Must sell. \$3,200 or B.O. Berkeley berthed. 6 hp o.b., 4 sails, life jackets. Will consider trade for service, e.g. house painting, roofing, etc. Phone anytime, 524-1352.
RANGER 26 Gary Mull design. Racer/cruiser in excellent condition. Super clean. Main w/jiffy reef, 110% and new 90%, VHF, knotmeter, depthfinder, 10 hp o.b. & much more. \$14,950. Call (415) 345-8039.	CAL 40 Pices 40 hp diesel, modern cabin design, very clean, new paint inside/outside, many sails, dodger, tiller, cruise/race/liveaboard. Will take smaller sailboat in trade. \$55,000/offer. (805) 647-9668.	CATALINA 27 1981. Great condition, diesel, 4 sails, spinnaker & gear. Many extras. \$21,500/B.O. (408) 378-7316, eves. 6-9, M-Thurs.
25-FT CORONADO 15 hp Johnson, rigged with internal controls, RT, stereo, full galley, elec/alcohol 4-burner, barbecue & many other amenities. Delta berth. Leaving town, must sell. \$7,500 or best offer. Call (707) 255-5032 or (707) 253-0324 for message.	DONATE YOUR BOAT Or used boat equipment to the Multihull Racing Association of Northern California. We are building up a crash boat fund so that our organization can sail safer. Multihull Racing Association is nearly 20 years old and still growing, we are recognized as a tax deductible, charitable, educational organization. Help us make sailing safer. Contact Jay Gardner (707) 644-6033 days; 226-6839 nights.	AUTOHELM 2000 AUTOPILOT Tiller mounted remote control autopilot for sailing vessels up to 40 feet. Brand new, never out of the box. \$500 or best offer. Call Bill, daytime, (415) 476-3905.
SAN JUAN 24 Loaded with gear, 8 bags sails, 7 hp Evinrude w/alternator. Full electronics. Asking 14K. 525-9033.		"0" HOUR DIESEL ENGINE 60 hp @ 2000 rpm. 1972 Newage/B.M.C. FW and oil cooler, generator, starter, motor mounts, operator's manual. Stored inside, never installed or run. \$2,500/offer. 305 First St., Benicia. (707) 745-3507.
CATALINA 25 Pop-top, swing keel, cockpit cushions, Honda o.b., new battery, 3 jibs, 2 anchors, s/s BBQ, knots, ws, depth. Never in salt water. Stockton \$12,500. Ph. or wr: Bob Van, c/o Green Thimble, 1221 E. Orangeburg, Modesto, CA 95350. (209) 529-3256 eves.	FOR SALE OR ? — NOR'SEA 27 1977, heavy built center cockpit sloop. Proven pocket cruiser design. Sleeps 4 in comfort in separate cabins. Well equipped including diesel inboard. May consider trade down or partner. \$32,500. 232-3124.	CATALINA 30 1975, new diesel, 7 sails, reinforced rigging, full electronics, autopilot, dodger, automatic bilge pump, refrigeration. \$30,000 dollars starts bidding. Day (408) 476-2800; eve (408) 476-7391.
NEWPORT 30 — 1/2 SHARE \$9.5K, TERMS Or 1/3rd share \$7K (5K down, 10 mos. @ \$200), \$150/mo. expenses, 1/2 share, \$100/mo. 1/3rd share. Berthed in Alameda. Good condition. Quick cruiser. All gear and sails. 354-9313.	J/24 ACE OF CUPS Fastest J/24 on the market. Twice 2nd in North Americans. New sails, mast, standing rigging. Faired hull, keel, rudder. Tandem-axle trailer. Starting line while hull #1130 (1979 East Coast). \$15,000 or offer. (415) 654-7639, (415) 842-3632.	CLIPPER MARINE 26 FIBERGLASS SLOOP Trailerable, swing keel, roomy, Bay, Delta, lake boat. 7.5 hp Honda, 10 hp Sea King, tandem trailer, Pop-top with cover. New sails, rigging & VHF. Galley, head, Barients, lights, compass, extras. Must sell. \$5,900/OBO. (408) 735-2717; (408) 448-5571.
ERICSON 32 Excellent condition. All new: spreaders, exhaust system, eng. overhaul, stereo, knotlog, depth, bottom epoxy, thru hulls, varnish and canvas. You must see this Bruce King classic to appreciate. \$36,000. Eves. (408) 996-8622.	40' BRISTOL SLOOP Attention blue water cruising sailors! Looking for a fast, rugged, seakindly, fully equipped world cruiser? This is your dream. It has been there and is ready to start again right now! It has all the extensive liveaboard modifications that take thousands of dollars to put on a production boat. Windvane & electric autopilots, all new standing rigging with Sta-lok fittings, 7 sails, wind/water generator, 4 kw diesel generator, custom canopies, rain catcher, etc. Everything a cruising couple needs for cruising. A bargain at only \$84,000. Located in Florida until mid-June '86. After June, in Chesapeake. (301) 263-5765. Trekker, P.O. Box 9997. St. Thomas. U.S.V.I. 00801.	SANTANA 22 Fast boat & lotsa fun. Many extras. Large fleet in Bay. Another boat forces sale. Call for details. \$4,700/offers. Mike (408) 370-3011 or (408) 374-2396.
GLADIATOR 24-FT SAILBOAT Great Bay boat, Evinrude 6.5 hp. 2 sets of sails, Danforth anchor, very clean. \$6,500. (415) 593-2093 days; ask for Dan or (408) 996-1386 after 6 p.m.		CATALINA 22, 1976 Solid Bay sailer, excellent first boat, fixed keel, Pineapple sails, Ballena Bay berth. Evinrude 7.5 hp o.b. New bottom paint. Ready to go for 1986 season! \$5,300. (408) 739-1522 or (408) 289-2207.
JOE LOUIS 3/4 CHAMP. FARR 34-FT, 1977 Fractional, North sails, fully equipped, exciting. Volvo diesel, Kevlar hull, likes west coast air. Priced down for transporting. \$30,000. Call (313) 823-1427. Write: Hazebrooks, 14350 Harbor Island, Detroit, MI, 48215. We'll help.		PETERSON 25 Flushdeck sloop. Great for daysailing, singlehanding, Bay & ocean racing. Maintained in good condition. 6 sails incl: 2 spinners. I.b. VHF. Avon. Boom tent for Delta & Bay cruising. See at Gate 6, Gashouse Cove, SF. \$15,000. (415) 567-8880.
MARINE SURVEYOR BRIAN O'DONOGHUE Consultant Phone (415) 461-6347	Appraiser	MARITIME ATTORNEY Resolving Warranty, purchase/sale charter, construction, repair, collision, injury and lien problems for over 21 years. Practical experience counts; Over 37 years of Bay/ocean racing and cruising! William E. Vaughan, Esq., 17 Embarcadero Cove, Oakland. (415) 532-1786.
MAKE CELESTIAL NAVIGATION EASY A two-body and running fix program for \$23.95. No plotting! Fits most Sharp and Radio Shack pocket computers. Eight other programs. Also will sell programmed computers. Write for free literature. CelestaNav, P.O. Box 1517, Mountain View, CA 94042.		FLEMING SELF-STEERING SYSTEMS Engineered for strength and reliability in cast 316 s/s. Our clients enjoy worldwide service back-up and 20,000 miles warranty. 2 models, reduced prices. K. Fleming, P.O. Box 60500, San Diego, CA 92106. (619) 222-9124.
CRUISE CHANNEL ISLANDS A weekend or a week. Everything furnished. Well-found cutter. Bowers Charter and Development Co. (805) 644-4927.		AMATEUR STEEL BOATBUILDING WORKSHOP '86 Hands-on experience on how to build your own yacht in STEEL. Learn all phases of construction using the latest tools and techniques. June 13-16. Sierra Yachtwerks, Box 426, Bethel Island, CA 94511. (415) 684-0202.

FLORIDA SAILOR, 47, TALL, TRIM Pipe smoker, bearded. Just returned from Caribbean cruise. Seeks intelligent, responsible, trim, caring & attractive woman age 30-47 to share fun & work cruising Hans Christian 38. Letter, photo to Rick Schmid, 629 N.E. 3rd St., Dania, FL 33004.	CAL 25 Excellent Bay boat. 7 sails, Pop-top, dinette/galley area, portable alcohol stove, 9½ hp Evinrude. Berthed in Alameda. \$8,200. Call Tom (415) 865-6599.	MOORE 24 Can't beat this buy! In water less than 18 months, forward hatch, lifelines, speedo, 9 bags, 4 new sails. Excellent condition. Cash price \$12,999. Call (209) 533-4030.
ISLANDER 36 Comm. late '72. One owner, maintained w/TLC, in first class cond. Complete racing gear, 4 sets headsails & spinnaker. Cust. int., many extras. Engine completely overhauled & new bottom paint. Consider larger boat in trade. \$49,000. (415) 521-1733.	'77 SAN JUAN 30 Well maintained, 9 sails, 7 winches, self-tailing primary, very well rigged for cruising or racing. All halyards lead aft. 2 boat owner. Must sell. \$24,950/B.O. Jim Robertson 435-9654; 892-8771.	1982 SPRINTA SPORT 23' Van de Stadt designed racer/cruiser with galv. trailer. Equipped for ocean racing. Sleeps 4. Classy European design. Exceptional construction. \$11,500. Ray or Betsi, (415) 548-0456 office. 526-1483 eves.
BAY SAILING 14-ft O'Day Javelin sloop rigged, fixed keel w/trailer, engine, 2 sails, life vests, etc. \$1,000/B.O. 548-2801.	FULL KEEL SLOOP Contessa 26, glass, 26-ft, International Folkboat like design. 2,300-lb ballast, Canadian-built, well equipped, excellent condition. \$12,000/B.O. Ted 947-6646; 522-8893.	1978 HUNTER 30 — MUST SELL Too loaded to list. Liveaboard. Lock, stock and barrel. U.S.C.G.A. Operational facility. Moving out of state. Talk to me. Asking \$29,000/B.O. (415) 268-9289.
ERICSON 27 PARTNERSHIP 1/3 partnership for sale of a clean, good condition sailboat with a new outboard. \$2,600 buys out share plus \$160/month covers all expenses. A golden opportunity. Richmond berth. Todd (408) 241-3559.	SAN JUAN 24 3 headsails working 110, 150, 170, 1 main, 2 spinnakers & gear, ½ & ¾ oz. VHF radio, alcohol stove, sink, Porta-potti, 7½ hp Honda, sleeps 5, tandem axle trailer, center lift, keel cable, exc. condition. \$14,500. Must sail. (707) 938-3818.	SKIPPER WANTED Need qualified skipper to sail SC 47' back from Catalina on July 13th and return by July 20th. Call Ken at 671-9800 days; 932-8962 eves.
1965 TIDEWATER 24 Fixed keel sloop with large cockpit, cuddy cabin. A great Bay boat, ready to sail. Includes trailer and Seagull outboard. A bargain at \$2,500. (408) 688-9384 evenings.	WESTERBEKE 4-107 Parts for sale. (415) 236-3764	MARINER 32-FT KETCH Cruise or liveaboard ready. North or South climes. Includes good sail inventory, windvane, autopilot, VHF, RDF, ds, sextant, stereo system, Hi-Seas heater, 3-burner kerosene stove w/oven, anchor systems & more. \$49,500. (206) 683-6441 Sequim, WA.
CATALINA 22 Swing keel, good condition, recent survey. 6 hp Evinrude. New tandem axle trailer, surge brakes, never in salt water. Berthed at Lake Don Pedro. \$6,500. Want Lido 14' or similar. (408) 255-9100 days; (408) 722-8876 eves.	RANGER 26 MISCHIEF This 1974 Ranger (with anodized toe rail) has won more than its share of ocean and bay races. This part-time YRA Champion comes complete with 10 sails. 2 mains, 5 jibs including a mylar 155 and 3 spinnakers. 8 winches with all halyards leading aft make for ease of handling. Equipment includes 2 compasses, km, radio, man overboard pole, strobe light, horseshoe ring and much more. Everything goes including stop watch and life jackets. Be a winner with a proven winner. Ed, after 6 p.m., (415) 366-9296.	30-FT CUSTOM RACER/CRUISER Excellent sngl/dbl-hander, vac-bag balsa hull & deck. 4,400# disp. Roomy, comfortable interior. Well maintained, 6 years old. \$23,000/B.O. (408) 423-3138 weekdays before noon; (408) 476-7896 eves.
TARTAN 30 Best T30 on the Bay, absolutely. Fully equipped, custom teak/rosewood interior, half-model, 5 sails, new rigging/electronics, w/berth. \$30/B.O./desparate. Talk to me. (408) 739-6137.		72 COLUMBIA 30 Excellent condition, LPU paint, 3 jibs, Barient, rebuilt Atomic 4, shower, AC refit, new teak hatches with covers. Great liveaboard. \$21,000/B.O. or trade. (408) 752-3003 work, Bruce; (408) 739-1660 home.
7-FT FIBERGLASS DINGHY Lapstrake design. Has seats, centerboard tiller, rudder, oars. Positive flotation. Fits perfectly on bow of our 30' sloop. \$300. Jim (408) 662-3377; Bill (408) 395-2557.	CAL 25 Rigged for Transpac. Excellent Bay boat. 5 sails, Honda o.b., VHF, new battery, compass, log, ds, stove, 2 anchors w/chain. Beautiful interior, clock/barometer, new head, oversize s/s water tank, bilge pump. \$7,500. (707) 765-1107.	1984 HUNTER 37 Cutter rig, RF Yankee, club staysail, jenneker. A fast comfortable cruiser w/rig & int. extensively modified. Propane stove & heater. Perkins ds, ped. steering with ws/wp, km, ds, compass. Berthed Emeryville. Great buy at \$69,000. 376-3929 eves.
ERICSON 30 I love it but divorce forces sale! 1968 f/g sloop features wind curtains, 3/4 cover, cockpit cushions, propane stove w/oven, VHF, compass, i.b. Albin 12 hp, 3 head sails, km, whisker pole & safety equip. Great shape! \$19,000/B.O. Gary (408) 984-5250.	PARTNERSHIP — PEARSON 303 1/2 interest in 1982 Pearson 303, valued at \$55,000. Selling 1/2 ownership at \$25,000 cash or owner will finance \$2,500 down and 10% interest. Alameda berth. Wr: 1267 30th Ave., San Francisco, CA 94122.	CREALOCK 37 1979. Hull No. 5 (not Pacific Seacraft). One-off hardwood interior. Set up for two-handed passage making. Lots of gear and equipment. \$88,000 or ? Located Ventura, CA. (805) 242-3440.
1978 S2 \$8,000 BELOW MARKET Complete liveaboard sloop. Center cockpit, all lines aft. Walk through to aft cabin. Shower, diesel, stove, all amenities. Large 30-footer. 2 boat owner needs offers. \$36,000. (415) 536-1408.	SUPER LIVEABOARD <i>Jolly Roger</i> , 32' fiberglass Luhrs sportfishing boat. Built sturdy in 1972. Twin Chrysler 318 engines. Sleeps six, new head & watertank, outriggers, electric winch, generator, lots of wood inside. Recent engine service. Steal at \$28,000. (415) 369-3077.	O'DAY 22 Excellent condition. Well-built sloop. New forespar mast. Johnson 6 hp outboard, sleeps 4. Good Delta & Bay cruiser. Fixed mini keel. Blue deck & bottom. Stainless steel bow pulpit. Single axle trailer. \$6,000. (916) 372-0260.
SAILBOAT PARTNERS WANTED To share fast 26-ft Ranger sloop. Well equipped, 4 good berths, comfortable cabin, plenty of sails. Costs planned at \$2,700. Equity, plus maintenance, berthing, etc., at reasonable rates. Call Art (415) 752-7150 eves. and weekends.	RANGER 33 1976. Gary Mull cruiser. 100 & 110 jib sails. Wheel, Fathometer and knotlog. New bottom paint and new external varnish. 200 hours on overhauled Atomic 4 with fresh water flushing system. Two anchors with ground tackle. Barometer, clock, stereo, ship-to-shore radio and battery charger. New head. Electronics and pressure water system with external fresh water hookup. CNG stove with 2 cylinders. Berthed at Village Marina Yacht Harbor, Alameda. \$41,500. (415) 932-1743.	CATALINA 22 Great Bay boat, fixed keel, Honda 7½ o.b., North sails, Sausalito berthed. \$5,000/best offer. Call (415) 332-4645.
WANTED TO BUY Trailer for 24-ft fixed keel sailboat, 5 or 6K pound capacity. Would consider any heavy duty boat. Trailer. (415) 493-8577.		OFFSHORE 27-FT BY CHEOY LEE F/g, ds, very clean, very well equipped. Pedestal s/s wheel, RVG self-steering gear, ham SSB radio, pressure water, spray dodger, full awnings, extensive sail inventory, refrigerator/freezer, ds w/alarm, etc. \$23,900. (408) 379-5449.

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Cruise the islands and sail to Expo 86. 7 nights, 6½ days. Catalina 27s: \$550; Irwin 30: \$600; Islander, Endeavor 32s: \$650; C & C 34: \$725; Mariner 36: \$850; Nordic 40s: \$1,230; Nordic 44s: \$1,450. More. Spring discounts 'til July. Now, fly direct, S.F. to B'ham. Chuckanut Charters, P.O. Box 5361, Bellingham, WA 98227. (206) 733-2125.

MIRROR OINGHY Complete kit (British built): \$895. New spinnaker & running gear: \$50. New Drascombe Lugger boat cover: \$75/B.O. Bob Fraser, (415) 332-9100.	CLASSIC 30-Ft HERESCHOFF KETCH Far East built. After 2 year Mexico trip boat has new diesel, prop, and shaft. L.P. hull, paint and varnish. Totally refurbished, excellent condition. Tile galley, custom interior, 4 anchors and ample ground tackle. New VHF, propane stove, TV, stereo. Ready to cruise again. Must see her to appreciate her! \$22,500. (Have bought larger boat). (805) 984-0865.	22-Ft COLUMBIA SAILBOAT F/g, 1970. Good beginner. Excel. shape, lots of room, sleeps 4, propane campstove, sink, icebox, Porta-potti, new cruise spinnaker, 1970 6 hp Johnson. Berthed at San Leandro Marina. \$68/mo. — \$5,000. (415) 581-0766 leave message.
25-Ft MACGREGOR 1982 WITH TRAILER Comes complete: 7½ hp Mercury, VHF radio, complete interior with all cushions, stove, head, safety gear & extras. Super family boat. Like new. \$6,900. (415) 228-2852; 228-0946.		2 TO CREW Long-term commitment. Down under, up top, wherever. Cruising, chartering, varnishing. Atlantic, Caribbean. Experienced cook, watch-keeper, deckhand. Licensed nurse. Patricia, John, (707) 523-1917.
1975 RANGER 23 Great cond. Recent survey. \$14,000 value. Yours for \$9,500 or \$1,500 down and assume loan at \$130 per mo. Includes spinnaker, 90%, 125, 150 ft. and 150 heavy. All lines lead aft. Call (707) 252-9437.	78 NORTHWEST 21' POCKET CRUISER Inboard Yanmar dsl, swing keel, winches, galley, fresh water tank & sinks, head compartment, sleeps 4. Bay or Delta. Berthed Oyster Pt. Surveyed '85 at \$7,900. \$6,900/offer/trade-up. (415) 345-4051 after 6.	1985 CRUISING FOLKBOAT Mahog/oak copper riveted, self-bail cockpit, raised forecabin, Apitong stem, Honduras rudder & transom, windvane, RDF, nav. equip., 3 anchors, 6 hp o.b. Cruise ready w/minimum add'l equip. San Rafael berth. \$9,000/trade. (707) 857-3868.
FREE PICKUP TRUCK With purchase of boat, motor trl. pkg. 25' MacGregor '84, new Honda 9.9 o.b. Le Walder boom brake-vang, power winch to raise mast. 1970 Dodge ¾-ton tow vehicle. \$9,000. (415) 889-1901.	40-FT WOODEN CRUISER Sleeps 4, rebuilt 6.71 GM diesel, very clean, new paint inside, mahogany bottom, new battery. Frigidaire, 4-burner propane range, 2 sinks, large closets. In S.F. Marina berth. \$35,000. (415) 752-7412.	CLEANEST RANGER 23 IN THE WORLD Fully equipped. Ready to race. 1978. Asking \$12,500. Call Claudia, 332-0202 days; (707) 935-0669 eves.
J/30 LIMELIGHT Great racer/cruiser, 1980 original owner, bristol cond., 6 berths, 2 cablns, standing headroom, galley, enclosed head, nav station, Yanmar diesel, Loran, VHF, digital depth & speed, 5 North sails, faired keel, C.G. doc. Asking \$42,000. 435-6285 eves.	PEARSON 365 KETCH Unbelievably clean, lovingly maintained. Furling jib, diesel, hot/cold pressure water, dinghy (on davits), wheel steering, 6'2" headroom. Electronics, many extras & amenities. Hauled 3/86. \$69,500. Evenings (415) 343-0208.	ORION 27 1980 cutter rig. Yanmar diesel, Tiller, Autohelm, teak interior, bronze ports. Excellent cruising boat. Asking \$37,500. Leave message, (415) 332-9100.
27 CANADIAN SLOOP — RACE/CRUISE In storage for 2 years. Brand new condition. Sold in Oct 1983 for \$28,000. Fully equipped w/new engine. Never raced. Will deliver. \$16,900. (415) 654-8101.	ALOEN MOTORSAILER 33-ft cutter. Newly overhauled Perkins 4-107. Extensive hull rebuilding. Refast. 2 years new galley stove and cabin heater. Motors well, sails beautifully. Dual steering stations. A roomy, classic liveaboard in Sausalito. \$31,500. 331-7294 eves; 546-5814 days.	COLUMBIA 29 — DEFENDER Sparkman & Stephens design. Ample headroom. Needs cosmetic work for handy fixer-upper type person. Must sell situation. Make offer. (415) 569-4175.
TRIMARAN Piver 25 Mariner. Built by engineer. West system, new sails, rigging, hardware, Evinrude, minor work needed. Great Bay boat. Sacrifice, leaving country. \$3,500. (415) 381-8257/457-7421.		29 COLUMBIA MK-I '62 Fiberglass, S&S quality (long keel) w/Palmer IH M-60 aux., 6 sails, 2 anchors. All in good condition except trans. needs work. \$12,500 or \$12,000 without motor & trans. P.O. Box 121, La Porte, CA 95981.
HUNTER 25 — 1981 Fixed keel, 9.9 Johnson electric start, cockpit control. Data Marine depth & knot/log. Polaris VHF, compass, shore power, 110%-150%. E-Z Load trailer, twin axle, surge brakes. Exc. cond. Monterey Bay. \$17,500. (408) 375-3508.	20 ENSENADA 73 2 sails, o.b., 8 hp, radio, stove, icebox, potti. Excellent condition. With trailer. Berth in Oyster Point \$30/month. \$3,200. 871-8162.	HUNTER 27 Very well equipped. 6 sails. Bristol condition in every way. Well below replacement at \$28,000. (408) 257-0779.
22-FT PEARSON SLOOP Fiberglass-built sloop. Fun to sail. Great weekend Bay boat. Standing rigging and keelbolts replaced. 5 hp outboard. Berkeley upwind berth. I am ready to sell it. \$3,000 or best offer. Call Steve, nights & weekends, (415) 357-8297.	1979 PACIFIC SEACRAFT FLICKA Inboard Yanmar diesel engine. Fiberglass hull, 90 sq.ft. jib, two 135 sq.ft. jibs, 2 storm jibs, 1 storm tri-sail. Sail covers, weather cloths, anchors. \$15,000 firm. Call (408) 734-1498.	1983 O'DAY 39 PARTNERSHIPS AVAILABLE 1/4 partnerships for sale for \$2,000/ea in O'Day 39. Full race/cruise equipped charter sailing yacht. Share monthly expenses, charter income, tax benefits & sailing. Call (415) 527-9700, ext. 221 or (408) 736-5462, ext. 302, 8:30 a.m.-5 p.m. M-F.
'80 HUNTER 27' Like new. Kept in fresh water only, original owner. Many extras, i.b. diesel, ped. steering, club jib, 3 bags sails, km, ds, VHF, stereo, full galley, sleeps 5, new head, shore power & much more. Must sell. \$24,000. Call (209) 334-0705.	50-FT PIER 39 SLIP \$50,000 For sale. Slip Foxtrot 19 on most protected Bay bridge side. 50 year lease. Owner on board at F-19. Sailboat Zig Zag. (415) 421-0954.	CHEAPI WYLIE WABBIT — MUST SELL 24' high performance keelboat in good condition, custom rigged, trapeze, full spinnaker gear, 7 sails, galvanized trailer. Active class association. Price reduced to \$7,000. Any offer considered. Call Tom, work (415) 234-4335; home (415) 223-3168.
CORONADO 15 An exciting racer with active local fleet. Fun index between Lido 14 & 470. Class rules allow trapeze but no spinnaker. Many extras. Ulman sails, trapeze, Harken blocks, racing blades. Boat & trailer exc. cond. \$1,900. Eves. (707) 525-9348.	"BUCANEER 24" Clean boat, inside re-done, separate head, galley, standing headroom, Honda 10 motor, double axle trailer, sleeps 6 easily. Great family Delta & Bay boat. Many extras. Bought new Catalina 36 for family is reason why selling. \$8,500. Call Paul, work (209) 952-3133; home (209) 478-6006.	COLUMBIA 26 MKII Excellent Bay sailer. Sleeps 5, 2-burner stove. New 7½ o.b. Has compass, VHF radio, lifelines, etc. Excellent Berkeley berth. \$10,000. Call (415) 284-7547.
MAIN BOOM Aluminum, 14'7" long overall. 7/8-inch sail track, outhaul winch, adjustable cheek blocks for 3 reefs, mast fittings for boom, excellent condition. \$400. (415) 479-0688 evenings		9½-FT DINGHY W/SAIL \$175 For sale 9½-ft fiberglass dinghy with sail, centerboard and rudder. Located Pier 39, Slip F-19. (415) 421-0954.
GEORGE L. GOMBASY, MARINE SURVEYOR 516 Bayswater Avenue, Burlingame, CA 94010 (415) 347-2778	OFFSHORE MEALS Delicious gourmet meals for all offshore races. One to three meals prepared, per day, packed and frozen. P.O. Box 2214 Santa Cruz, CA 95063	(408) 462-0420.
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ISL 36 SELL/TRADE 1981 Islander 36. Professionally maintained. Hood furl. Data Marine depth/wind/log, cruising spinnaker, dodger, battery charger, diesel, Barr self-tail, teak interior, more. \$69,950/small boat trade. (415) 367-0568 or (415) 964-4000.	CANVAS Ruben Morales, formerly "Tradewinds", also Oewitt Sails' covermaker, offers the most beautifully crafted Dodgers and Covers that money can buy at the best prices in the Bay Area. COVER MAGIC (415) 964-9326.	
WANT TO BUILD YOUR OWN SAILBOAT? Molds for sale — Wilderness 30 ULOB — 21' ULOB — 13' Flying Junior — 8' El Toro. Also much modified Wilderness 30 kit boat. Offers. (408) 427-3166, weekdays.	PRODUCTION MANAGER Organized, industrious, hands-on person needed to supervise production for small, growing East Bay Composites Manufacturer. Responsibilities include inventory, purchasing, scheduling, shipping. Management experience preferred. Woodworking, fiberglass or boat building helpful. Great Opportunity. Resume to: ALT, P.O. Box 14488, Oakland, CA 94601-2488.	

26-FT THUNDERBIRD SLOOP — SACRIFICE

Must sell ASAP. Could even help deliver to your Bay Area location. Fixed keel, 4 sails incl: unused spinn. New Mercury 4.5 hp LS o.b., km, depthfinder, marine radio, compass, etc. sleeps 4, head, dinette, icebox. \$3,900/offer. (408) 462-0369; 462-0437.

HUNTER 22 — 1981

Great first boat. Free lessons with purchase. All lines lead aft. '84 Evinrude longshaft o.b., trailer. Reduced. \$6,500/B.O. (707) 648-5056.

NEAT OLD WOODEN SAILBOAT

44-ft double-ended cutter, built Sweden 1938, semi-enclosed cockpit, teak interior & exterior, copper rivets, new dsl, alum. mast, refrig. Good liveaboard, excellent sailor, mint condition. \$38,500. (619) 223-3048 eves.

HANS CHRISTIAN 38

Excellent condition. Good electronics. Beautiful boat for cruising, liveaboard or day sailing. Call (415) 879-0579 eves/weekends. \$87,000.

COLUMBIA 26 MKII

Excellent Bay boat. Good sail inventory, including spinnaker. 9.9 hp o.b. with electric starter. VHF, Sumlog, compass. \$8,750. (415) 456-7347 or 454-8645.

28-FT KETCH

Must sell! Leaving town. H-28, dbl-planked teak, copper riveted, monel keel bolts, 2-burner Optimus stove, dsl heater, dsl engine, VHF, depthsounder. Documented. Chuck (415) 523-2586.

MERIDIAN 26

Must sell to get to Perth. Will listen to offers. Much safety equipment. Sausalito berth. Perfect pocket cruiser. Asking \$9,500. Call Paul, 921-7917 evenings.

MASON 31-FT WOODEN SLOOP

Excellent condition, great for cruising. Must see to appreciate! Asking \$23K. (415) 368-9716.

ERICSON 30

Bargain at \$6,000 under current market. In good shape. Will consider local real estate trade. (415) 968-1860 or 961-2222.

CLUB NAUTIQUE

For sale: family membership. Any reasonable offer. Mike, (415) 594-4124, 8 a.m.-5 p.m. (415) 790-2827 eves.

1980 PEARSON 32

Ideal for racing or cruising. In bristol condition! Roller furling, Lewmar winches, ped. steering, full boat cover, VHF, RDF, plus much more. She is a joy to sail. Owners sad to sell but new house & baby on the way forces sale. Makes any offer! Call (408) 449-7773 after 6 p.m.

PENNY

Looking for a few qualified sailors to charter our Catalina 30 several times a season. Nicely appointed including: dodger, seat cushions, CNG, holding tank, hot water shower and dinghy. Alameda berth. \$100/day. \$180/full weekend. TANTILLO'S CHARTERS, (408) 263-7876.

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FOR SALE — SAILBOAT

31' performance Wylle epoxy/wood cruising cutter. Will cruise two in comfort: bed aft, large galley, stowage forward. Total refit. Brand new: BMW dsl, Shipmate w/propane sys, Navlk. Also: Kenwood ham, refer, wind gen., solar, SL 555, full dodger, Datamarine Tahoo, Marinetics, VHF, VDO, 8 sails (all primary sails like new), hrd and spars, Tillermaster and all cruising and sailing gear. Absolutely gorgeous, must see to believe. All systems new! I will warranty as if new boat! \$59K. (619) 756-4235.

COLUMBIA 26 MKII

Good cond. Furling jib, VHF, stereo cassette, depth & knot meters, lifelines, deluxe int., new carpet & seat covers, galley, stove, enclosed head, many accessories, desirable Coyote Pt. berth. Must sell. B.O. over \$10,000. 592-5747 eves.

1/3 SHARE CAL 20

Coyote Pt. berth. Excellent condition. Perfect Bay starter boat, especially for South Bay resident. 1/2 or 2/3 share possible. \$1,800/B.O. (415) 856-4368.

ERICSON 30 — BEST ON BAY — \$23,000

New Yanmar diesel, new topsides finish, refinished wood interior, fireplace, VHF, compass, depth, 90, 110 & 150 jibs, stove and oven. Beautiful boat. Call Joe, (415) 768-8643 days; (415) 566-6582 eves.

OSMA — 64-FT OCEAN-GOING KETCH

Stan Huntingford design. Center cockpit. All luff-furling sails. Large tankage. Two steering stations. Sleeps 9. Full electronics including weather facsimile printer. For sale to settle estate. Owner anxious. Offers considered. (415) 526-5983.

GORGEOUS YACHT

Alden classic sloop built 1946 by Hinckley. LOA 29', B-8', D-5, displ 11,000. Restoration 98% completed. Teak deck/soles, full cover, gray gas, basic equip. Invested \$28,000. Anxious owner wants best offer. (415) 557-5930 work; 939-5878 eves.

SEX IS FUN

So is being a racing skipper. Join small but competitive SBRA 420 fleet. Snapir 420 race rigged, spinnaker, trapeze, excellent trailer. Fun, fun Bay boat. Moving to Texas. \$1,500 or trade for good 470. (415) 349-2059.

DOLPHIN

By Sparkman & Stephens. 1977 w/trailer, sails, full cover, spkr. track, whskr. pole and 7.5 Honda. \$10,995 or best offer. Call evenings (916) 645-2508. Never in salt water.

NOR'SEA 27

Exc. cond. Exp. ocean cruiser. Fully equip for cruising incl: sails, dodger, Monitor windvane, Tillermaster, anchors & rode, compass, barometer, VHF, ds, EPIRB, Yanmar SB8, kero stove/oven. Trailerable. \$35,900. (415) 236-7116.

FOR SALE — 41' CHEOY LEE KETCH

Loran C, 50 channel VHF, EPRIB, Avon 6-man liferaft with pack in cannister, 8' Avon Redcrest, ws, wp and knots, 4 2-speed sheet winches, 7 single sheet winches, low hours Perkins 4-108 fwc diesel, 6 sails including spinnaker, complete spinnaker gear, full Cheoy Lee custom interior, 30 amp mariner charger, ensolites cockpit cushions, CNG s/s stove with oven, all galley equipment, stereo. Much more gear and equipment (3 pages). For more information and inspection call, days (415) 221-8282; evenings (415) 383-4217. Please leave message. Must see. \$99,000.

22-FT TREASURE ISLAND

A classic S.F. Bay boat. Choice Berkeley berth. 4 hp Seagull o.b., spinnaker, knotmeter, depthmeter, compass, anchor and more! Stands up to stiff Bay winds. \$2,775. (415) 933-5711 or 939-7385 eves; 642-6744 days.

CAL 29

Excellent condition, used 5 months per year in fresh water. Complete inventory of sails, instruments (new), radios (new), all accessories. No. Tahoe berth available. Must sell. \$25,500. (916) 583-8628; (415) 574-7740.

O'DAY MARINER 2+2

19' fiberglass sloop in excellent condition with roller furling, 3 jibs, cabin, head, sink, outboard, safety equipment, anchor, new LPU paint. Brisbane berth. \$2,500/offer. Clayton Gantz, (415) 441-3251 eves; (415) 788-0900 days.

ORIGINAL H-28

New plywood and fiberglass deck, mahogany cap and rub rails. Masts stripped and varnished. Engine rebuilt 1/86. New cushions and paint. 6 sails, Delta cover, 2 boat covers, Sausalito berth. 552-5580 weekdays; 585-2291 evenings.

COLUMBIA 26 MARK I

Excellent Bay and family boat. Full headroom, comfy cabin, sleeps 4 comfortably. 6 hp Johnson o.b. Fully upgraded in '83. Military orders, must leave soon. Priced for immediate sale at \$8,750/OBO. Call Jim (415) 561-5133 days; 922-2106 eves.

VENTURE 24

Cruiser rigged and equipped. Trailer, 6 hp outboard. Located San Jose. \$5,250/offer. (408) 266-5573.

RANGER 23

Cruise or race in this well-outfitted S.F. Bay boat. 7 Lewmar winches, North sails and Sausalito berth. All controls lead to cockpit. \$9,800. Call (707) 838-7744.

TRADE

25-ft 9" Schock Endeavor 1966 full keel sloop. Great Bay sailer. Porta-potti, depthfinder, 6 hp Evinrude, sleeps 4. Berthed at Alameda. For: Smaller f/g sailboat & trailer or \$4,000. Owner fin. avail. No serious offer refused. (415) 538-8911 aft. 7 p.m.

"NAKEO AGGRESSION"

Is for sale. Get your hands on the 1985 Olson 30 season champion. She's fast, fun and fully loaded. Hull #173, Larsen Inventory, Signet 1000/2000 system, Micrologic 5500 Loran C, Horizon LTD VHF, (2) Plastimo compasses, Kevlar spin. gear, Mariner 5 hp outboard, complete MORA gear. Tandem axle trailer included. Already signed up for 1986 ODCA. Bring \$28,000, your crew and some beer and you're all set to go out and take some names. Call Kathy Marshall, (415) 627-8691 for full details.

CATALINA 38

Type of yacht used in the prestigious Congressional Cup match races. (Latitude 38 April 1986 issue, p. 171). Performance boat with cruising comfort and appointments. Custom interior. Active trailer. In Bay Area. Immaculate new condition, just 2 years old. Excellent berth with boat if desired. Price \$64,200. (415) 347-0545 or (415) 343-4300.

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Complete selection of ocean cruisers to day sailors, predominantly 30'+ to 48' catamarans & trimarans. 85+ to choose from! Call for our in-the-crate prices on new cats & tris. (206) 367-0252.

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BERTH RENTAL

Best Bay Location. Best Marina on the Bay. Well protected with beautiful facilities. Best Prices: 36' Upwind: \$150 per month; 40' Downwind: \$150 per month; 55' Downwind: \$225 per month. Call days, 687-0111; eves, 689-2782. Ask for Fred.

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OWN A CATALINA 30 FOR THE SUMMER

Want your own boat without buying it? We're going to Europe this summer. Our Catalina 30 needs love, attention and wind in her sails. \$1,250 and she's yours from 6/9/86 through 8/10/86! (408) 263-7876.

CLASSIC LAPWORTH Cal 29, 1973. 7 winches, class lapper, 150%, 170%, spinnaker, VHF, CNG stove/oven, new rebuilt Atomic 4 & s/s muffler, traditional red & teak interior, ds, km, compass. Very clean. \$24,950/OBO. Call (415) 944-9555.	CORONADO 34 <i>Blue Cloud</i> , an aft cockpit experienced coastal cruiser, with championship racing record. Recently hauled, surveyor says top condition. Suitable for liveaboard. 5 pages of inventory includes much custom gear, winches, cleats, fitting, 110 and engine hot water, 60 gal. water tanks. <i>Wheel with pedestal engine controls</i> . Spinnaker, genoa, club jib, main, two anchors. Ready to go anywhere. Just reduced to \$29,500. (415) 537-9899.	SWAN 431 76 Sparkman & Stephens design, Perkins 4-108 dsl, 17 sails, B&G package, teak decks, ref/reefer, ap, SSB, VHF, Lewmar winches, 8-person Beaufort liferaft. Lying in Seattle. Impeccable cond. A quick steal at \$173,000. (206) 642-9405.
COLUMBIA 26 MIKK Very good condition, 10 hp, roller jib, extras. \$8,500 or will consider trade for Hobie Cat plus at least \$6,000. Mark, (415) 842-0262 weekdays; (415) 254-0987 eves/weekends.	YANKEE 38 S&S DESIGN 73 sloop, performance cruiser. Recent custom refit, world cruise ready. Inventory too extensive to list. 16 coats LP, all new gear & rig, beautiful, maintained to highest standards. Moving, forced to sell. Consider all offers. \$72,500. Mike (213) 306-4156.	PROFESSIONALLY BUILT KETCH 42' Cascade f/g ketch, excl. cond. Cruise/liveaboard, 4 insulated cabins, Westerbeke dsl, Wagner hyd. steering, 8 sails, Holdover refrigeration, press h/c water, battery charger, windlass, 2 anchors, alum. masts, f/g dodger. \$90,000. AI (503) 888-5688.
O'DAY 23 Two boat owner must sell 1971 23-ft sloop. Great Bay boat, sleeps 5, stove, icebox, good sails, 6 hp Johnson, anchor, safety equipment. Emeryville berth. \$3,500/offer. Stew, (415) 635-5168.		CATALINA 22 SLOOP Very good condition, with trailer, sleeps 4, Evinrude 6 hp, whisker pole, Pop-top, jiffy reefing, Porta-potti, anchor, new battery. \$5,750/best offer. (415) 467-2274.
RANGER 33 — MORE BOAT FOR YOUR \$ Highly regarded Mull design, fast, safe, seaworthy, rigged for singlehanding or racing. Deluxe interior bigger than most 38'ers, every creature comfort, hot water shower, diesel furnace, stereo, oven, dodger, telephone, wheel, roller furling, hydra. backstay, bow-mounted CQR-35, windlass, MOB, depth, ws, wp, log, km, VHF, RDF, 2 batts/charger, shore power, dinghy, large compass, masthead lights, preventer, 3-blade prop, beefed up rigging. \$40,000. Don Norwood, days (408) 756-9022; eves. (408) 735-8511.		PEARSON 33 Sailaway condition. Launched 1970. New engine & rigging. 10 bags of sails. Have all records since 1974. Will consider all creative deals. \$30,500. (415) 459-3268 after 7 p.m.
1984 JEANNEAU 32 Beautiful fast racer/cruiser. 3 cabins, complete galley, 5 headsails, Loran, VHF, wind, knotlog, depth & much more. New condition. Sailed only one season. Priced far below replacement value. Asking \$58K. (415) 479-9514.	SANTANA 525 — VIKING 1986 Dbl-handed Farallones Div. Winner. Excl. cond. Fast PHRF racer. Comfortable weekend cruiser. Custom rigged for racing. Pineapple sails, km, compass, VHF, 4.5 o.b. Extras. Must see to appre. \$13,000/OBO. (408) 735-3827; (415) 368-5780 Matt.	MONTEREY MOORING 12' skiff, Contessa 26 f/g full keel sloop rec. hauled, surveyed. 4 headsails, spin., dbl reef main, VHF, 7 hp gas i.b., Lewmar winches, more. For complete photo & information package: (408) 649-8000 days; (408) 624-7643 eves. Judd. \$14,000/OBO
GAFF RIGGED JEWELL 22' LOD, 25 LOA, 6 hp Evinrude in well, full cover, Bruce anchor, inflatable dingy, Berkeley berth, dark blue hull, bright finished house. Maintained by prof. woodworker. Great Bay boat! \$6,000 or offers. Jon, 563-4239.	PARTNERSHIP OFFERED 45' Brewer designed ketch. Enjoy all the luxury of owning this beautiful sailing yacht for half the price. Custom built in 1978, this blue water veteran has all the amenities: Barient self-tailing winches, self-steering, VHF, radar, allow <i>Interlude</i> to easily be handled by two people. A great aft cabin, polished teak interior, fireplace, microwave, and refrigeration ensure your comfort whether anchored off Angel Island or Tahiti. Asking \$55,000 or trade interest in Lake Tahoe condo or cabin. Bus: (415) 627-5144; Home (415) 854-4350.	MOORE FOR LESS Price reduced to \$13,000 for our Moore 24. Includes trailer, outboard, VHF, 6 sails and other equipment. Call for details. (415) 435-1213; (415) 435-9341.
LAPSTRAKE CEDAR PRAM Tows like a shadow, rows like a shell. 10' Port Orford cedar on steam bent locust, mahogany seats and ends. Dark blue with bright interior and transoms. Beautiful tender in perfect condition. \$700 or offers. Jon, 563-4239.	REDUCED FOR QUICK SALE Beautiful 1978 San Juan 28. Flawless after 5 years in fresh water. Comfortable and fast with 30 hp Atomic 4. Loads of extras. Berkeley slip. \$24.5K. 866-3060 days; 383-0132 eves.	TWO SWEETHEARTS FOR SALE Must sell. 798-5400, Wayne/days. All reasonable offers considered. <i>Squawk</i> : The cutest 1931 power cruiser around. Set up for liveaboard. No motor. 30-ft long, beautiful condition, full cover, H&C water, 20 gal elect water heater, shower, elect fridge, spacious and comfortable. \$18,000/OBO. <i>Zephyr</i> : A great shoal keel Delta cruiser. 18.5-ft, fiberglass, 2 mains, storm jib, jib, genoa, lots of good stuff. Evinrude 6 hp o.b. \$4,500/B.O.
MOST BEAUTIFUL SAILBOAT EVER? Judge for yourself. 21-ft fiberglass hull with flush wooden deck of Bruynzeel ply and clear finished yellow cedar. Fin keel, fractional rig, 7 bags of sails. \$9,800. (408) 427-3166 weekdays.	FREEOM 45 GARDEN DESIGN Fiberglass hull, 101 hp Detroit diesel. Center cockpit, teak decks and interior, spacious aft stateroom, new rig & sails, new winches, all new electrical, plumbing and forced air heating system. Rigged perfectly for liveaboard or cruising in classic elegance and comfort. \$139,500/offer. Full specs. Call (415) 332-6120.	41' TRI-CABIN CRUISER One of the cleanest boats on the Bay. Beautiful wooden interior, f/g hull & well equipped. You'll love her when you see her & you'll kick yourself if you see her after you've bought. Asking \$130,000. Call 655-4183.
F.J. Race ready Caballero 1980. Recently updated. Proctor spars, custom wooden blades, brand new Jotz sails plus good used set, sling, well set up trailer. \$1,900. (408) 427-3166 weekdays.		1971 CORONA 30 Well equipped, in good condition w/Atomic 4, pedestal steering, roller furling jib, spinnaker & gear, Barlow's 2ea 24's, 4ea 20's, VHF, depth & much more. Great Bay & Delta boat. Asking \$17,900/OBO. (415) 724-4314.
CAL 20 Pineapple sails, 2 mains, spinnaker, race rigged, split main sheet, adjustable backstay, sail cover, 5 hp Evinrude, South Marin slip. \$4,200. (707) 996-5830.	MARINA ATTENDANT — \$1510 - \$1837 Requires 2 years work experience involving public boating related activities; ability to obtain C.P.R., Multi-Media First Aid, Safe Boating Practices certificates within 6 mos. H.S. graduate & valid CDL. Apply by 6/20/86 to Personnel, City of Vallejo, 555 Santa Clara, Vallejo, CA 94590. (707) 648-4364. EOE/MFH/AA.	MUST SELL 44-FT WOOD SLOOP I have lived aboard this beautiful, fast boat for 10 years and am now leaving country. Hull in excellent shape. Needs engine work. Sausalito slip. \$22,000. 331-3309 before 8 a.m. or after 6 p.m.
RHODES DESIGNED PEARSON VANGUARD Heavy weather sloop. Ocean equipped, diesel powered, clean, dry, fast, no frills boat for the serious sailor. Includes a long list of extras. For details call Richard or Mary (415) 658-3392.		WINOSURFERS PRICED TO SELL Beautiful, clean epoxied Woodwind speed board. 12'4" w/elliptical centerboard, straps, battened 63 sq. ft. mylar sail. Covers for both. A steal at \$1,300. Windsurfer comp w/58 sq. ft. mylar & ft straps. Both good cond. \$550. Mark (415) 332-3780.
THE CAPTAINS CLUB Several Licensed and experienced Captains ready to deliver. Call for more information. (408) 462-2389.	JAMES MCPHERSON, NAVAL ARCHITECT	CONSULTING SERVICES • Design • Outfitting • Engineering Box 521, Tiburon, California 94920. (415) 383-8986.
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SANTANA 23

Nicest one on S.F. Bay. Sleeps 4, Evinrude 6 hp, 5 sails, complete spinnaker gear, compasses, knotmeter, sink, icebox, head, many extras, trailerable. Just a great boat for performance racing or day sailing and mini cruising. \$12,000. (415) 837-0780.

SANTA CRUZ 27

North sails, Barents, km, ds, VHF, stereo. Extra gear, 4 hp outboard. Excellent condition. \$15,000 or make offer. (415) 464-1873 days; (415) 967-4171 eves.

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Like new, documented, cutter rigged, excellent liveaboard, center cockpit, aft cabin, teak deck, extras including 135 genoa, 45 hp dsl w/160 hrs, 225 gal. water, 120 gal. fuel. Privately berthed. \$69,000. 521-6261 evenings.

ERICSON 27

1972. Bottom job and survey 4/14/86. Valued \$19,000. Gas Atomic 4, Tiller, depth, knot, VHF, stereo. Asking \$16,900. Call (415) 895-8362 eves; (415) 636-8324 days.

ISLANDER 36 — 1978

Radar, ap, Loran, VHF radios, RDF, North sails, spinnakers, several anchors, battery charger, extra deep cycle batts, dual alternators, self-tailing Barent winches, teak int., blue hull, Perkins 4-108 dsl & more. Gd cond. \$59,900. (707) 445-0075.

ISLANDER 30 II

Coyote Pt. berth. Set up for Bay & Delta cruising. Incl: radio, depth, knot, ped. steering, 5 winches, dodger, 150, spinnaker, plus working sails. Dinette Interior, cockpit cushions, & sun shade. \$26,500. Eves. 948-6935; days 365-0412.

MERIT 25

1983 race equipped, sleeps 4, North sails, km, ds, motor, trailer. Exc. MORC, active one-design. Perfect for family cruising and/or racing. Much nicer than J/24 or Moore. Berkeley berth. \$18,500/offer. Eves. (415) 364-2169 or 547-4761 Bob.

32-FT COLUMBIA SABER

Fiberglass sloop. Needs work. Comes with custom built trailer. \$8,500/B.O. (408) 354-3785.

NORDIC FOLKBOAT (FIBERGLASS)

U.S. #102, 25-ft, standard Nordic Folkboat design with advantage of fiberglass hull, cozy cabin, equipped for one-design racing, well maintained. Berthed at Marina Bay. \$10,500. 254-5734 home; 763-2324 office.

HOGIN GENOA

Unused, 35x32x19.1 5 oz: \$600 (new \$904); 11' spinnaker pole, 8' boom, 5' whisker pole (10' extended), new "EEZ On" outboard motor bracket. Danforth #13, chain & rode. '51 Chevrolet: \$2,000. 532-1497.

DEL REY 24

Sleeps 4. Stove, sink, head. VHS & depthfinder. Stereo. Sails including genoa & spinnaker. Seagull o.b. Berkeley berth. \$6,500. (415) 843-6962.

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A bristol condition classic. F/g hull, VHF, stereo, autopilot, diesel, Loran, refrig, 6 sails, depthfinder, h/c pressure water. A real looker. \$58,000.

Contact Bob (415) 563-1621.

ISLANDER 30 MKII

Ex. cond. 11 sails, Atomic 4, ws, wp, ds, km, log. All racing & cruising gear. YRA champ. See to appreciate. 2 boat owner Must sell. \$25,000. Make offer!

Days (415) 772-0421; eves (415) 339-2694.

ISLANDER EXCALIBER SLOOP

25'11", 1970, fiberglass. Berthed Oyster Point, South San Francisco. Must sell. \$8,500. 661-5598.

RHODES 19

Looks & sails great. Includes o.b., safety gear, speedo, depth-finder, running lights, compass, anchor, new main & jib, spinnaker, trailer. The perfect first boat. \$2,200/OBO.

(415) 343-2101.

CAL 25 — MOTIVATED SELLERS!

Good condition. Race/cruise ready with Pop-top. Mahogany interior, 7 sails, kerosene stove, km, compass, icebox. Stainless water tank, bilge pump. Cockpit cushions. 6 hp Evinrude. Transferable Berkeley slip. \$8,195. 686-0818.

PEARSON ENSIGN

Good Bay daysailer. 23-ft. 4 sails. 4 hp. Sausalito berth negotiable. Motivated seller. \$3,450. (415) 665-5411.

CATALINA 22 — EXCELLENT CONDITION

Includes trailer, Johnson 7.5, Tillermaster, VHF, RDF, 3 jibs and many extras. Must sell \$6,800. Days (408) 746-6527, Eves. (209) 835-1716.

FOR SALE OR TRADE

Santana 23, deluxe trailer, Seagull 40+, loaded, 4 Pineapples, Kenyon dig. knotmeter, deluxe interior/multi-striped hull. Bristol thru-out. \$14,500 (\$3,500 dn.) Or trade for Catalina 25 (or equal) swing keel, of equal (\$) value. (916) 723-5731.

REOUCEOI — 1981 PEARSON 35

Classic Pearson full keel cruiser with large 9-ft cockpit. Fully equipped including diesel, hot/cold pressure water, shower, autopilot, Datamarine ds, km and log, stereo, roller furling, 150 and working jib, oversize ST Lewmars, stern ladder, VHF, dodger and more. Documented. For sale below market at \$55,500 for quick sale. Excellent condition. Call for Info packet. Work (415) 442-2196; home (415) 381-5078.

FIXER UPPER SPECIAL

29-ft custom-built f/g sloop, twice New Zealand vet. 6 sails, heavy duty rigging, windlass with chain, Volvo diesel, teak deck, propane stove/oven. Needs paint/varnish, new interior, etc. \$12,500/B.O. Paul 525-4310, leave message.

25-FT YAMAHA 1980

Racer/cruiser, excellent condition, sleeps 5, diesel, VHF, ds, Horizons spinnaker, Autohelm, galley, head, dinette, shore power, jib, furling system. \$16,900. (415) 435-0616 eves.

CAL 29

Racer/cruiser. Prev. season champion. Lots of extras. Hauled in April '86. Clean and ready to go. 6 sails, 8 winches. Depth, knot, VHF, twin compass, wind direction. Must sell \$22M. Home 339-3369.

YAMAHA 36

Looks like a Swan, built like a Swan, but she's faster than a Swan. Cond. like new. Rod rigging, Pineapple sails 110, 130, 150, spinnakers ¾ oz. or 1½ oz, blooper. Lots of electronics. S.F. berth incl. Priced to sell \$69,500. (415) 922-1941 eves.

505

Older boat which needs work. Two sets of sails and trailer. \$1,000. Call Jim for more information after 6 p.m. (415) 349-6571.

EL TORO FIBERGLASS

Fair condition. Main sails, rudder, centerboard. No mast or boom. Low price: \$300 firm. Call (415) 922-1941.

LOSS OF INCOME

Means loss of boat. 1974 Vega 27. Fiberglass performance cruiser. Volvo Penta diesel, 6 sails, knot, ds, VHF, compass, log, windpoint, RDF, autopilot, stereo, kerosene stove and heater, 2 anchors and lots more. Built in Sweden. Desperate. The best offer takes her. Call day or night, (415) 372-0610.

SAILBOAT — 22-FT COLUMBIA

Honda 7.5 hp new, 2 sails. Sausalito berth. \$4,500. 388-7033, 383-4645 anytime.

ESTATE SALE — CAL 20 SAILBOAT

Excellent condition w/spinnaker, genoa, all tracks, new main, jib and all rigging. 4 hp Evinrude. Assumable Sausalito berth. \$3,500. 435-5751.

30-FT STEEL CUTTER

10-ft beam, 5-ft draft. All steel work completed and painted. Windows, hatches, and bowsprit. More parts and work possible. Includes 12 hp Yamaha diesel. \$10,950. 364-9422 eves.

CLASSIC WOODEN KETCH

Garden 35'. Needs motor and work on deck. Mahogany interior. Located R.C. \$20,000. (415) 966-8669, leave message.

ERICSON 23

Loaded, 8 sails and spinnaker, new bottom. Great starter boat for the Bay. \$5,800. 658-5480 eves & weekends.

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Learn how to operate, maintain and troubleshoot your engine. One day seminar covers both diesel and gas engines, theory of operation, how to maintain engines and troubleshoot problems. Next class scheduled for June 28. For more information, Call TEI, (415) 233-3623.

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Need experienced Bay sailors to charter my Ranger 28.

Well equipped, 7 winches, 5 sails, VHF, inboard. Orientation sails. \$80/day.

Jeff, 887-3643, 10 a.m.-6 p.m.

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NEW SKIPPER NEEDED 34' twin engine, flybridge, full galley, accommodates 4-6. Complete electronics pkg. Loads of extra gear. Ready for Bay, coastal and Delta cruising. B.O. over 65K. Oakland berth. John (415) 261-0100.	1984 ISLANDER 30 Islander Bahama 30 hull, upgraded gear and finish. Club jib, wheel, diesel, stereo, CNG stove, instruments, h/c pressure water, and more. Beautiful condition, little used. Asking \$43K. 285-7705 evenings/weekends.	32-Ft TRAVELLER Double-ended cutter USA built. Full keel, teak decks, Volvo 23 hp diesel, 6'+ headroom, excellent condition. A bargain and below market at \$37,900. Call Sacramento collect (916) 381-8568 after 6 p.m.
CATALINA 27 1979. Well equipped w/Atomic 4, spinnaker, 110, 130, 150, knotmeter, ds, ws, wp, VHF. Located in fresh water since new. Berthed in Delta. \$19,500. (916) 972-1795.	CHEOY LEE OFFSHORE 36 Excl. ocean or Bay cruising. F/g hull w/teak overlay decks. Perkins diesel, depthsounder, knotmeter, wheel steering, windlass with 300 feet high test chain. Full boat cover. \$39,000/offer. (415) 322-2582 days; (415) 851-4160 eves.	OWN YOUR OWN S.F. SLIP 36' slip at Pier 39 in S.F. for sale. View of Coit Tower & Transamerica Bldg. thru companionway! Like having an apt. in The City. Below market at \$29,000. Tim Gauham, (408) 866-6375. 108 Cherry Wood Court, Los Gatos, CA 95030.
TAHITI KETCH Ready to go. No work needed. Cruise anywhere. Beautiful. 36' LOA, 30' LOD. RDF, Ship-to-Shore, ds, 2 sets sails, new bottom paint, new hull paint, new varnish 3/86 and more equip. 23K. Weekdays after 5 p.m. (916) 652-5987.	WILDERNESS 30 MUST GO! \$18,000 must sell. Custom built W-30 with Brunzyee mahogany interior. Full suit of sails. VHF, knot-log, 7.5 Honda o.b., etc. Owner motivated, see how motivated, make offer. (408) 684-0896 eves; 427-3166 days.	MID-SUMMER COASTAL PASSAGE Santana 30-30 to leave S.F. mid-June or early July for Long Beach/Los Angeles. Need crew, experienced or inexperienced, male or female Contact: Tim Gauham, (408) 866-6375. 108 Cherry Wood Court, Los Gatos, CA 95030.
COLUMBIA 26 MARK II 1969. Excellent Bay race/cruise. 3 conv. jibs plus 1 roller furl, 5 oversize Barient. Lo-hour Chrysler Sailor o.b. VHF, windspeed, knotmeter, compass, many extras. Clean. \$9,250 or make offer. (415) 521-3468.	ERICSON 35 — WANDERLUST One owner for past 10 years. Complete sail and electronics inventory, water press. Well maintained. Must see to appreciate. \$39,500. Bruce Munro (415) 595-3624.	S2 7.3 Elegant 24-ft Bay sailer in superb condition. Gas inboard, 4 headsails, depth & knotmeters, VHF, dual batteries & more. Premium quality at \$16,500/OBO. (408) 356-4428 eves.
PARTNER WANTED For beautiful 19-ft Cape Dory, 1974, full keel, 4 hp outboard, trailer: \$1,200 plus \$95/mo. buys 1/2 ownership, including Treasure Island berth. Or \$50/mo. buys all Sundays, one Saturday+. (408) 265-5117.	PEARSON 24 Sturdy glass sloop, new paint and bottom paint, head, sleeps 4, goes with all the rigging and sails, VHF and outboard. Buy a quality boat for \$6,000. Call (805) 528-4623; (805) 438-5678.	O'DAY 25 Fast, comfortable Bay boat, sloop rig, 3800 lb. disp., & 1775 lb. keel wt. List of improvements & extras includes 9.9 o.b. w/elec. start & i.b. Cts., km, ds, Autohelm, main & jib w/dbl jiffy reef, 150% genoa & more. Asking \$14,500. (408) 269-4434 eves.
ERICSON 29 One of the best used boats on the market. Must see to compare. Berthed at Berkeley. Slip goes with boat. Liveaboard berth. All new sheets, sail covers, & compass. 2 coats Z-spar B90 applied this month. Must sell! (408) 286-9124.	CHALLENGER 32 BANK REPO She's not a repo yet but will be if not sold soon. Surveyed/bottom paint 12/85. Valued at \$36,500. Wheel steering, h/c pressure water, gimballed range, battery charger, kerosene heater, reefer and more make this heavily built/rigged cruiser an excellent liveaboard. Deluxe mahogany interior and we owe only \$26K, so make us an offer before our options run out. David or Joan, (305) 472-7140.	CAL 2-30 Much equipment, 6 jibs, 3 spinnakers, aft lines, recent LPU, Mexico vet, recent survey, Berkeley berth. Call after 6 p.m. (415) 524-2707.
1979 YAMAHA 33 — ROUGH & RETTIE 3/4 ton sloop. Excellent condition. 10 sails incl. 2 spinnakers. Custom Delta shade and cockpit cushions. Diesel, dual batteries, pressure water, many extras. \$42,000. Call days, 495-3700; eves. 523-5710, ask for Mike.		ETCHELLS 22 Ready to race. Winning history. Latest sails, trailer, many extras. \$10,900 cash or owner will finance with \$3,950 down and \$200/month. Call (415) 548-4159; (415) 547-0685.
RANGER 30 1977 fiberglass sloop. Gary Mull design, 7 sails including spinnaker, diesel, Signet cockpit gauges, wheel, other extras. \$32K. Hans (916) 753-6121.	SANTANA 22 Excellent condition. New mast, new rigging, new chainplates, new 155% genoa. \$3,900. 322-2503.	24-Ft ISLANDER BAHAMA Fiberglass sloop. Great Bay sailboat. Sleeps 4, Berkeley berth. \$5,995 or trade for trailerable sailboat. (707) 552-5054.
RAWSON 30 LIVEABOARD 30½-ft fiberglass cruising sailboat. Large interior volume. See at berth G-4, Corinthian YC, Tiburon. \$21,500. (415) 334-4969 eves, weekends; (213) 427-1786 work.	30-FT COLUMBIA 1972. Refitted '84. Atomic 4, AC/DC refer, Loran, VHF, depth, speedo, log, tri-color w/strobe, spin, 150, 110, 30-headsails, folding prop, davits, inflatable, class IV head, shower, stove & oven, etc. I lived aboard her for 4 years & singlehanded her to Avalon & back. She's great offshore, well-behaved in the Bay. \$25,000. (415) 459-8630; 820-2000 ext. 532 Nick. She's at a Tiburon liveaboard slip.	PEARSON 365 KETCH We can't believe someone won't buy our 365 for \$51,000. Diesel engine, stall shower. Very comfortable for Bay, Delta, or liveaboard. (415) 697-5977.
CAL 34 — \$29,900 9 bags of sails incl: 3 spinnakers, near new furling headsail & main. 10 Bariant winches, new Atomic 4 (30 hrs.). Lectrasan head, depthsounder, VHF radio, Kenyon anenometer, compass, gimballed oven, bottom painted 1986. (415) 435-2777.		HERRESHOFF H-28 1963 D/P mahogany 1" total. F.w. cooled Atomic 4. Large sail inven. Incls spinnaker. Full boat cover, VHF, etc. Original owner, try \$16,500. Avon Redcrest, oars & complete sailing kit. With Seagull motor: \$1,000. (415) 331-0292; (415) 332-5332.
REDUCED AGAIN! Islander 37. Now \$36,000. Great value. Send SASE & phone number to Box 15, Kenwood, CA 95452 for spec sheet and showing schedule. (707) 833-2101.	INGRID 38 KETCH — 1977 Proven bluewater cruiser, SABB dsl, Aries vane, autopilot, teak deck, f/g hull, teak int., custom Technaatics plate refrig/freezer, Shipmate propane galley, dinghy w/Seagull, extensive cruise inventory. All in exc. cond. \$78,500. (408) 730-9391.	31-FT FIBERGLASS KETCH 1971 Mariner ketch, a lot of new gear, dsl, wheel, 6 sails, needs some work but at this price it's a steal. \$28,000 or make me a reas. offer. Doug (415) 366-1215 eves; (415) 856-7020 days.
30 CLIPPER MARINE Diesel, extras. 12K. More info phone (415) 327-6729 p.m.'s.	POSITION WANTED Present ships store mgr; 30 years boating, marina mgr, diving instr., desires west coast position. Single, non-smoker, relocate ASAP. Kirse, 6156 So. Loop East #1309, Houston, TX 77087.	GREAT PELICAN Original owner, Bill Short, Pelican designer. Trailer & sails included. \$2,500/best offer. (415) 883-6901 evenings.
38-FT INGRID CUTTER Glass hull. Proven cruiser. Mexico & South Pacific. Well equipped. Available immediately. Box 9412, Seattle, WA 98109. (206) 285-6754.	MORGAN 30 C.B. sloop, VHF, Sumlog, Fathometer, new bottom, propeller shaft & stern bearing, fresh water cooled Palmer engine. Excellent cruising boat with shorepower. \$26,000. Phone (415) 453-2617.	EAGER TO SELL LIFE MEMBERSHIP (SINGLE) In Club Nautique. Free unlimited instructional package. Free practice on club trainers. Free new boat checkouts. Free night qualification locations in Alameda, Sausalito & Brisbane. Willing to negotiate any reasonable offer. Call eves. (415) 528-9420.
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Lovely sloop and rugged ocean sailing vessel. Fiberglass hull, teak decks, spruce spars. Volvo diesel, depth, VHF, Loran, autopilot. Lots of goodies. Lovingly maintained. \$52,000 or trade up to larger boat.
Jim 331-2309.

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Slightly used, factory warranty, includes sails, trailer, deluxe interior and many options. Great investment in yachting. \$8,900. Honda 5 hp: \$700.
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Not a have-to sale. Original owner. Dinette model, sleeps 6, Atomic 4, custom teak cabinetry. Hood roller furling, Mansfield head, VHF, knotmeter, Fathometer, Halon extinguisher system, stereo. Sparkling condition. \$22,000.
388-5292.

PEARSON 30 NEEDS WORK

1973 Pearson needs interior work & new engine, the hull & rigging are in great shape. The boat has a VHF radio, knot, depth, windspeed, 3 jibs, main, etc. \$20,000.
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InTech Mariner Model 2500 XCVR and Model 1605 Antenna Coupler. Cost: \$3,500 new. Must sell. \$1,200 or best offer.
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Great 1st boat & Bay sailor. Active class. Trailer, cover, o.b., 2 sets of sails & spinnaker. All in A-1 shape. A rugged little sweetheart. \$2,000/B.O.
Larry (415) 865-8655.

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82 Hobie, orange sails, white hulls, excellent condition. Trailer just painted. Never raced. Lightly sailed, always covered. Some extras including Hobie halter. \$2,350. or trade for car-toppable Laser & cash.
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Classic wooden racing sloop. Very fast in all conditions. Built by Stone's in '49. One season on sails. Upwind Emeryville berth also available. \$4,500/offer. Eves: Joel, 465-2907; Steve 652-6103.

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Great Bay/Delta/lake boat. Sleeps 4. Includes trailer, Porta-potti, new o.b., and other extras. This shoal draft boat is easy to trailer and launch. \$5,800.
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CATALINA 27

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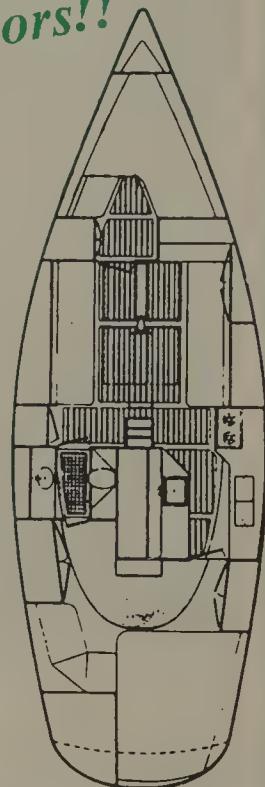


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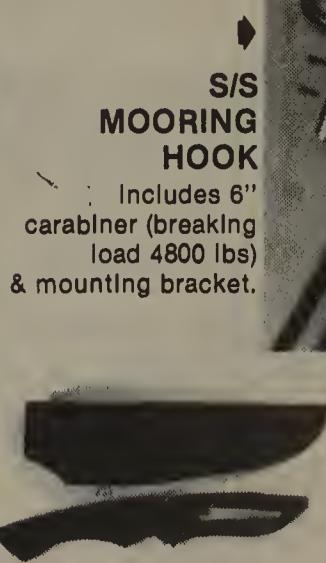


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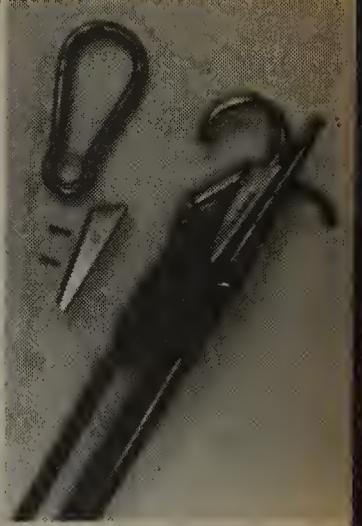
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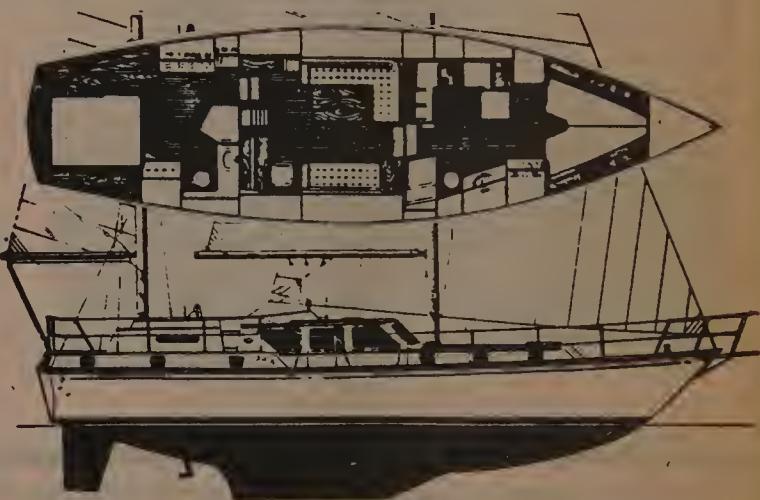
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47 SAILMASTER

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Draft	5'6"

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ARIES 32



The Aries 32 is a fiberglass version of a wooden classic. The traditional style round bottom, double ended hull is constructed of rugged, hand-laid fiberglass.

Standard equipment includes aluminum spars, lifelines, bow & stern pulpits, & sail covers. Stainless steel watertank. The interior is beautifully finished in teak. A Westerbeke 4 cylinder diesel furnishes a powerful "iron wind" when needed.

The Aries traditional deck & cabin layout reflects the combined experience of many demanding yachtsmen. With 34 Aries cruisers delivered on San Francisco Bay, there's established a solid reputation for owner satisfaction & resale value. Let us show you why . . . Available for inspection at our dock. **\$52,500.**

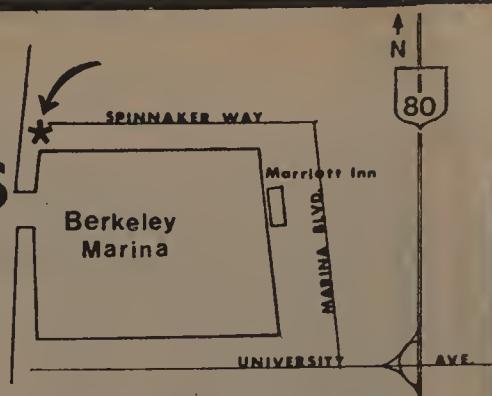
SAUSALITO YACHT SALES



KENSINGTON YACHT & SHIP BROKERS

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A SELECTION FROM OVER 170 OF OUR SAIL AND POWER LISTINGS



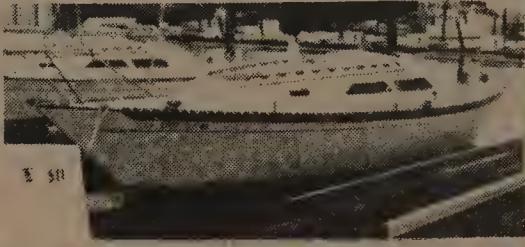
37' CREALOCK, 1981

Superbly maintained luxury yacht electronically equipped for world cruising.
Asking \$108,000.



20' MARIEHOLM, 1977

Cutest little Swede on the Bay.
Aft cabin, inboard diesel.
Asking \$13,900.



28' ISLANDER (2), '75 & '78

Both yachts in excellent condition.
Rigged for racing or cruising.
From \$28,500.



44' HANS CHRISTIAN Motor sailer, 1983.
Absolutely new condition. Loran, radar, VHF,
SSB, hydraulic steering, autopilot, etc, etc.
Asking \$198,000.



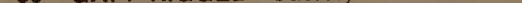
60' GAFF-RIGGED Cutter, 1911 A fully restored classic, recently surveyed w/gd grades. This majestic beauty has rich teak/walnut interior panelling, teak decks, dsl pwr & modern elect. Reduced: \$150,000.

35' FLYING DUTCHMAN Cutter, 1979

Meticulously maintained bluewater sailer, rich teak interior and decks. Many extra features.
Asking \$85,000.



35' SANTANA, 1984
Like new; fully race equipped, 5 sails,
Volvo diesel.
Asking \$55,000.



27' C&C Sloop, 1971

Fast racing cruiser, 6 sails, Atomic 4, club jib;
excellent condition. Owner anxious.
Make An Offer. Asking \$19,700.



46' ISLAND TRADER Motorsailer, 1982
Beautiful, spacious liveaboard.
Berkeley berth. Recent survey.
Asking \$160,000.



32' PEARSON 323, 1979
Like new condition. Berkeley berth. Diesel,
Autohelm, H/C shower, wheel, furling jib.
Asking \$52,900.



39' CAL Sloop, 1981
Tri-cabin, shower, wheel, furling jib, spinnaker,
diesel, dinghy, VHF, etc. Very clean.
Asking \$90,000.

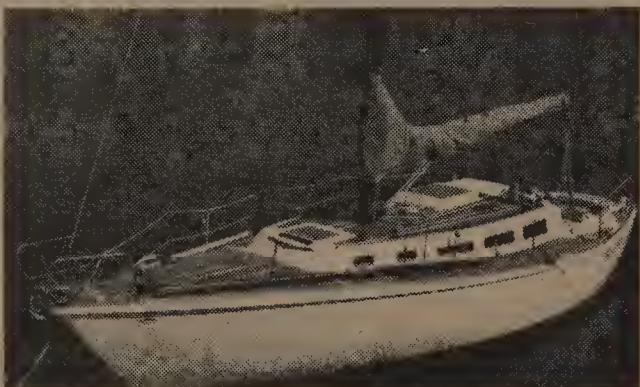
LOA	Design	Year	Asking
24'	J/24	1981	\$12,000
25'	Yamaha sloop	1978	17,500
27'	Catalina	1971	19,500
28'	Cheoy Lee sloop	1976	33,000
28'	Sovereign Cutter	1985	45,000
29'	Ericson	1976	23,000
29'	Cal 2-29	1976	32,000
30'	Pearson 303	1983	52,000

LOA	Design	Year	Asking
30'	Herreshoff Classic	1964	27,500
30'	Pacific sloop	1982	10,000
30'	Newport Phase II	1981	36,000
32'	Aries sloop	1977	45,000
33'	Hunter sloop	1977	34,900
35'	Fantasia	1980	67,000
36'	Cheoy Lee Ketch	1976	75,000

LOA	Design	Year	Asking
38'	DownEast cutter	1975	50,000
41'	Islander Freeport	1981	115,000
42'	Formosa sloop	1980	79,000
44'	Hardin ketch	1979	114,900
47'	Gulfstar ketch	1979	148,000
52'	Columbia sloop	1972	150,000
50'	Rhodes Yawl	1949	125,000

SANTANA 37

BLUE WATER PERFORMANCE CRUISER



Strongest built production yacht of her type — larger interior volume & stowage than 42 footers — extensively upgraded & meticulously maintained over last 10 years — equipped & ready to go for thousands of miles of carefree cruising.

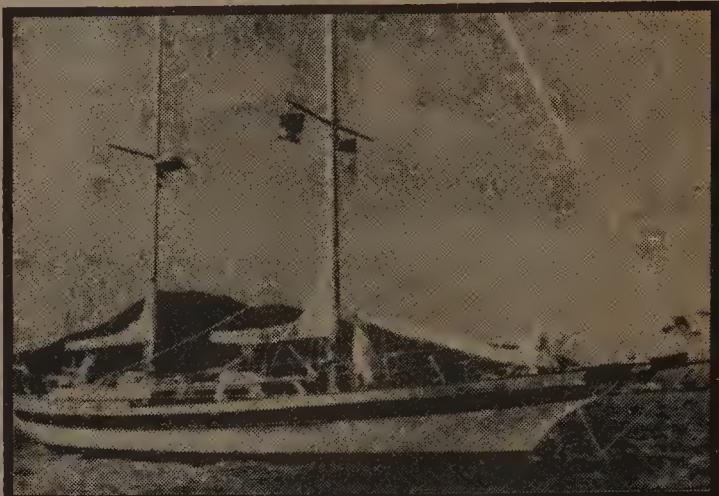
- NEW CUSTOM SPAR 1984
- PATH FINDER 42 HP DIESEL
- PROPANE STOVE
- REFRIGERATION
- 110 GA. WATER
- LARGE VINYL DODGER
- ELECTRIC WINDLASS
- ARIES VANE
- TILLER MASTER A.P.
- FULL ELECTRONICS, INCL. HAM RIG
- 7 SAILS, 10 WINCHES
- CUSTOM PROVISIONING LOCKERS

I am a two boat owner and must sell this yacht **now**. Any serious offer will be considered. I would like to recover 50% of my investment in her — asking \$59,000.

Contact: Dick McCune
(805) 486-8333 - days
985-2740 - eve & weekends

★ ★ ANDREA ★ ★

CT-65



World Class Cruiser

LOD: 64'10" LWL: 50'10" Beam: 17'6"
Draft: 7' Displ: 77383 lbs Bal: 26000

★ ★ New Concept ★ ★

Some of Andrea's equipment: SatNav, radar, Loran, Weatherfax, B&G, ham, S.S.B., collision avoidance, Wagner a.p., 12.5 kw gen. set, 25 GPH watermaker, forced air heat, washer, dryer, microwave, china, crystal, flatware, linen, full boat cover, cockpit enclosure, Windsurfer, motorcycle, Avon with 15 hp outboard, dual refer systems, safety equipment, tools, spare parts. Andrea is totally complete — all she needs is her new owners with their duffel bags and her crew will take you off to new horizons.

\$495,000 for a dream come true. Call or write today for full inventory.

★ Contact Capt. Dennis Roquet, 2353 Shelter Island Drive,
San Diego, CA 92106 (619) 224-3963 ★

Owner Transferred to East Coast and Offers a Beautiful Well-Equipped

1983

Ericson 38

\$83,950

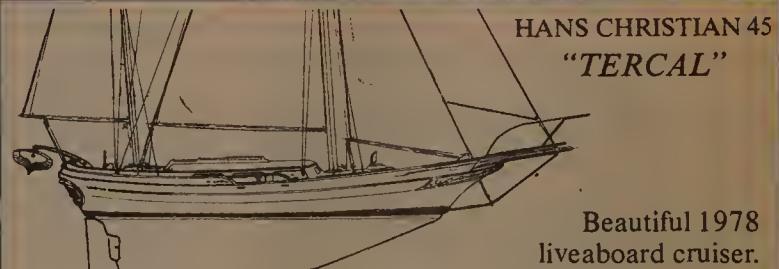
One-to-two-month bargain-hunter trial offer before listing much higher with the pro's at market value — you save on the selling costs and owner saves with quick sale. Well-maintained, seldom used, excellent condition.

Lots of Extras

Original 1983 value: \$133,771 !!!

Classic Tri-Cabin Arrangement	Extra Stainless Water Tank
Tall Rig and Competition Keel	Battery Charger
Adler-Barbour Refrigeration	Varnished Interior
Lectra-San Head	Combi Nav System and VHF
Cockpit Dodger	Stereo System
Hyde Roller Furling	and much more...

Call **(703) 528-6158** or **(703) 528-4376** anytime. Showing can be arranged through friend. Berthed at Marina Village, Gate 8, A-4.



HANS CHRISTIAN 45
"TERCAL"

Beautiful 1978

liveaboard cruiser.

Spacious, airy, solid teak interior. Extensive custom work, meticulously maintained. Reefer, AP, depth sounder, VHF, all self tailing winches, and more. Three staterooms, two heads. Incredible quality and comfort. Brochure available.

THOMAS CHARTERS
2318 2nd AVE, BOX 250, SEATTLE, WA 98121 206/842-8146

FISHER 37



CUSTOM W/DUAL STEERING, FULL WIDTH AFTERDECK, LARGE AFT CABIN, (2) HEADS, EXTRA FUEL AND WATER, FULLY EQUIPPED FOR LONG DISTANCE CRUISING. WILL ACCEPT 2ND T.D.S OR INCOME PROPERTY. PRICED FOR QUICK SALE AT \$89K. (208) 788-9503

JUNE SPECIAL 1984 TAYANA 37 CUTTER

Like New! Custom interior which includes head with separate shower, full electronics, battery charger, propane stove with oven, dinghy and davits, plus more!!

\$82,500.00.

SELECT LISTINGS

	Make Offer
★ 24' MOORE '82. 3 jibs, spin, w/trlr, clean!	Try 13,500
★ 25' U.S. '82, Autohelm, spin/gear, full electronics loaded and very clean!	Try 15,500
★ 27' CATALINA '75. Atomic 4, popular Bay boat.	Offers
★ 27' CORONADO '71, Yanmar diesel.	29,500
★ 27' CAL 27 MkIII, '83, Yanmar, full electronics, 110AC, pressure water. Pristine.	34,500
★ 27' NOR'SEA '77, cntr cockpit pocket cruiser, Volvo 15hp diesel, meticulous sole owner.	28,000
★ 28' ISLANDER '76, Perry design, bottom just painted.	23,500
★ 30' NEWPORT '76, wheel steering, furling jib, Yanmar diesel, much more.	23,500
★ 30' COLUMBIA, '72, 6 sails, 2 spinnakers with gear, full electronics . . .	Asking 22,500
★ 30' ERICSON 30+ '82, ST winches, dsl aux, North sails, electr. Beautiful! Owners motivated. Bring An Offer!	31,500
★ 30' HUNTER '83, full elect, whl, pres wtr, shower, Yanmar dsl, roomy & sharp! Fantastic value at . . .	47,500
★ 32' DREADNAUGHT cutter, '78, ocean cruiser, teak decks, Saab dsl, electr. Owner says "Sell!" Asking	54,500
★ 33' SWIFT '79, Volvo diesel, full electronics, very roomy interior.	Offers 39,800
★ 33' PEARSON Vanguard sloop, '66, race rig.	63,500
★ 33' RANGER '78, a.p., full electr, North sails.	Reduced to . . .
★ 34' NASSAU cutter, '85, full keel, dbl-ender, Yanmar, electronics, stove, dodger. A fast cruiser.	55,000
★ 36' MARINER cutter, '79, Wilm Garden design, Isuzu diesel, dodger, many extras!	Asking 76,500
★ 37' TAYANA cutter, '82, Yanmar dsl, teak house, Tanbark sails, electronics, well maintained . . . Owners have to sell this fine vessel!	79,000
★ 37' TAYANA cutter, '79, full electr, dsl heater, battery charger, Perkins auxiliary, sole owner set up for cruising or liveaboard . . .	99,500
★ 37' TAYANA Pilothouse cutter, '85, Hood furling jib/stays'l, custom interior, separate shower, stove, electronics, exclnt foul weather cruiser.	50,000
★ 40' LOWMAN Motorsailer, '46, nice interior accomodations, new BMW diesel. Reduced to . . .	129,000
★ 48' MARINER 48 cntr ckpt kch, '80, roomy lvabrd, aft cabin w/large bunk, shower/tub combo, autoheat, teak decks, dodger, ap, lots more! What a value! Must see! Try	325,000
★ 55' TAYANA cutter, '85, cstm interior, rod rigging, bow thruster, superbly equipt. Too much to list!!	Yachts On Display At Our Sales Docks! Quality Listings Needed!

WINDSHIPS
"of 54 jack london square"

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INTERNATIONAL YACHT & BOAT SALES

ISLANDER FREEPORT 41



This boat is 'clean and loaded!!' Forced air heat, Benmar autopilot, stereo, generator, roller furling, Loran, dinghy and davits and much more!

\$105,000.



29' RANGER

inboard,
\$24,500/offers

ERICSON 30

Stereo, whl, Combi, dsl, CNG stove, H&C wtr. \$49,950

WE NOW CHARTER!
Call Us For Rates

Sail	Power
29' Dufour	38' Aft Cabin
30' Ericson	42' Pilothouse
30' Ranger	44' Aft Cockpit
35' Fuji	46' Sundeck
38' Gaff Cutter	49' Tri Cabin

(415) 533-2283

On The Water, #17, Embarcadero Cove, Oakland, CA 94606

SAIL BROKERAGE

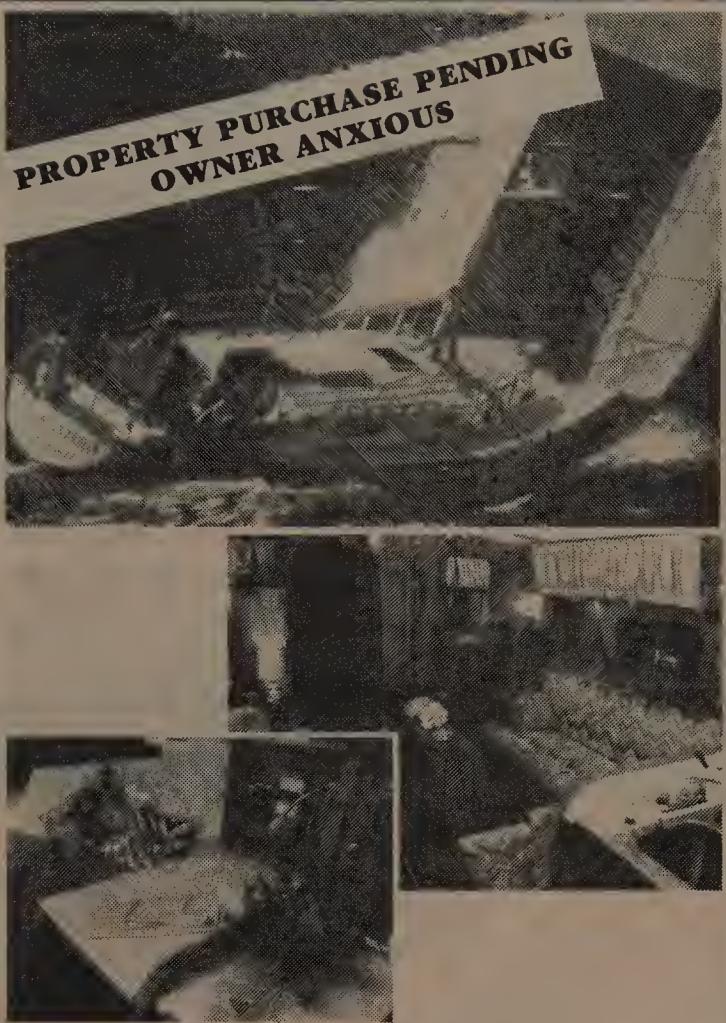
23' Aquarius w/trlr.....	Offers	36' MacGregor cat, 1979.....	32,000
26' Columbia MkII, (2).....	Offers	36' Ericson Cruiser.....	69,900
26' Folkboat, 1970.....	14,500	37' Crealock, a steal!.....	109,000
27' Catalina, outboard....	15,000	38' Ericson, 1980.....	87,500
27' O'Day.....	16,900	38' Morgan, 1978.....	78,000
28' Albin Cumulus.....	29,900	38' Hans Christian.....	109,000
29' Ranger.....	24,500	39' Westerly, Perry design.	109,000
30' Ericson, 1984, must see.....	49,950	39' Irwin, fast.....	Try 79,000
30' Pearson, 1978.....	25,000	40' Pearson, 1979.....	Offers
30' Whitby, 1966.....	28,500	40' Olson, 'Fastbreak'....	109,500
30' Cutter, 1947.....	Offers	41' Gulfstar.....	120,000
30' Farallon.....	44,500	43' Amphitrite.....	169,500
30' Lancer.....	25,000	46' Morgan ketch.....	159,000
35' Fantasia.....	65,000	48' CT ketch.....	169,000
35' Fly'g Dutchman.....	85,000	55' Roberts.....	Offers
		60' Gaff sloop, '11.....	150,000
		64' Ketch, 'Ozma'.....	160,000

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Prout Sailboats 31'-50' • Irwin Sailboats 31'-85'
Golden Star Trawlers

MILANO YACHTS

"BROKERAGE IS OUR BUSINESS"



MORGAN 38

A fast, top quality, bluewater cruising yacht designed to combine the best qualities for off-shore passages and excellent handling at sea plus super comfort at dockside. Heavy hand laid-up fiberglass hull constructed with fire-retardant resin. She is in lovely condition and ready to make someone a very happy sailor. (Real Estate trades acceptable.) **\$69,000**



WILLARD 8-TON

A. W. Crealock design built by a company with 20 years of experience. The Willard 8-ton was patterned after famous North Sea trawler hulls — she is a sturdy double-ender designed and built to ride out conditions at sea. If you are serious about world cruising and demand a safe, seaworthy vessel . . . here she is. **\$49,500**



**FORTMAN MARINA • (415) 523-7474
1535 BUENA VISTA AVE. • ALAMEDA**

CLASSIC CRUISERS

★ 23' BEAR BOAT	Full interior, clean, re-fitted	\$ 9,000
★ 26' NORDIC M/S FK	Inside steering, Dsl	25,000
28' TRITON LPU	Topsides, new rigging	17,500
★ 30' McGREGOR	Wd, inb Automic 4	25,000
★ 32' ROYAL SLOOP WD	9,500
31' CHOYEY LEE KITCH	Dsl, roller furl	25,000
★ 33' WINDWARD	Almost restored	Anxious 12,000
38' ALDEN CHALLENGER YAWL	16 sails, dsl, loaded	78,000
40' PACIFIC YAWL	European Quantity, BMW dsl	74,500
45' CUSTOM NZ KETCH	Center cockpit, extensive gear	90,000
55' ALDEN C/B YAWL B&G	inst., cruise equip.	100,000
★ 60' GAFF RIGGED CUTTER APPT. ONLY	150,000
65' ALDEN KETCH	Loaded	95,000

EXHILARATING HIGH PERFORMANCE — RACE READY

24' MOORE	Full one-design ready, fresh water boat . . .	\$ 16,000
★ 27' CONTEST	Custom Zaal dsn, racer/cruiser	19,750
27' SANTA CRUZ	Trl, 11 bags, new standing & running . . .	16,500
29' BUCCANEER 295	Spin gear, 4 sails local loft	27,500
30' PEARSON FLYER	BMW dsl, Spin gear, st	38,500
★ 30' J 30	Very clean, lots of sails, ready to go	38,750
33' HOBIE	w/trl., North Sails, plush int.	41,500
★ 34' DASH	Fast Davidson dsn., 8 sails, Loran	38,500
★ 34' WYLIE	Class sails, good electronics	2 from 56,500
35' SANTANA	Class equipped	2 from 58,000
36' PETERSON	Dsl, 19 bags, B&G inst., sleeps 8	69,500

LIVEABOARD EXPERIENCED OFF-SHORE CRUISERS

32' TRAVELER	Dsl, refer, 2 suites, wind vane, windless . . .	\$ 65,000
32' WESTSAIL	Teak int, late model, excellant	62,500
★ 33' FREEDOM	Cat Ketch, easy to sail	2 from 79,000
36' ISLANDER FREEPORT	RE trades	owner wants offers
37' RAFIKI	Dbl end cruiser, well equipped	78,500
37' TAYANA AP	dsl heater, reefer	Reduced 77,900
38' MORGAN 382	Good ocean sailer	69,000
38' DOWNEAST CUTTER	Auto pilot, WP, WS	79,900
★ 38' CABO RICO	Ctr. dsl, CNG, reefer	80,000
★ 39' CAL CORINTHIAN	Rod Rig., Dsl heater	80,000
★ 39' LANCER	m/s Roomy, great liveaboard	99,000
39' CAL	Tri-cabin, spinn	85,000
40' MORGAN KETCH	Pacific vet cruise ready	70,000
★ 40' SWIFT KETCH	S&S dsn. CC aft cab	115,000
41' MORGAN O.I.	Fully found, BVI	65,000
41' YANKEE CLIPPER	Restored, below mkt	47,500
★ 41' CHEOY LEE	Radar, Auto Helm, Loran, Generator	99,500
★ 41' CT	New cush, dodger, dink	79,500
42' SPENCER	Equipped for Blue water cruise	69,000
42' PEARSON 424	Roller furl, st winches	119,500
★ 43' KETTENBURG	Alum hull, proven cruiser, dsl	65,000
44' HARDIN KETCH	AC cab, passage maker	114,900
45' COLUMBIA	Loaded, canvas, liveaboard	110,000
45' EXPLORER	One owner, lots of gear	137,500
46' MORGAN KETCH	Loaded	150,000
47' PERRY KETCH	80 hp dsl, aft cbn, reefer	100,000
48' CT PERRY KETCH	Full keel, loaded	175,000
★ 50' GULFSTAR	So. Pacific Vet., loaded, like new	149,000
★ 50' COLUMBIA	Liveaboard, loaded	115,000
52' COLUMBIA	Loaded	150,000

DEALERS FOR BRISTOL YACHTS

30' BRISTOL	29.9 Dsl., full instr.	2 from \$39,750
★ 32' BRISTOL	Full keel, Hood dsn, roller furl	37,500
★ 35' BRISTOL	35.5 Dsl., gd. inst., rugged cruiser	2 fr 70,000
★ 40' BRISTOL	Quality, off-shore equip. F.K.	110,000

USED BOATS — “Where the Value is!”

STARTER BOATS

★ 20' NEWPORT	\$ 4,500	★ 25' CAL, 2 fm	8,600
★ 22' COLUMBIA	4,900	★ 26' COLUMBIA MK II	4 from 10,000
★ 22' SANTANA, 2 fm	5,500	★ 26' EXCALIBUR NOW	9,500
★ 22' MacGREGOR	5,000	★ 26' PEARSON	2 from 8,500
23' ERICSON	2 fm. 9,950	★ 27' BUCCANEER	12,500
★ 24' WINDWARD	6,200	★ 27' CORONADO	11,450
24' YANKEE DOLPHIN	2 fm. 12,500		

EXPERIENCED BAY BOATS

25' PAC SEACRAFT Bowsprit, dsl, full keel	\$22,000
★ 26' RANGER OB, very nice, family boat	14,900
★ 26' DAWSON CC, dsl, wheel	18,000
★ 26' ISLANDER Sun cover, 4 sails, Bristol Condition	23,500
★ 26' CONTESSA fk, auto pilot, blt. to Lloyds specs. NBP	15,750
26' INT FOLKBOAT Classic Scandinavian Design	15,500
★ 27' CAL 2-27 Big 1 dsn class, nice	2 fm 21,500
27' CATALINA OB	13,500
★ 27' ERICSON	2 fm 17,500
27' MORGAN BMW diesel, 5 sails w/spinn.	15,000
★ 27' NEWPORT Fresh water, good gear	2 fm 18,000
★ 27' US IB dsl., roomy & perf. for bay	offers 27,500
29' ERICSON Spin, great bay boat, well equip	25,500
29' COLUMBIA I/B	18,000
★ 30' CAL 2-30 Dsl, all led aft	22,000
★ 30' LANCER Dodger, wheel, wp/ws	30,500
★ 30' CATALINA Light & modern, dsl	38,000
30' ISLANDER MK II Dsl., SP, stereo	34,500
★ 30' SEIDELMANN dsl, tiller, dodger	33,900
★ 30' RAWSON Lots of room/w dsls	2 fm 24,000

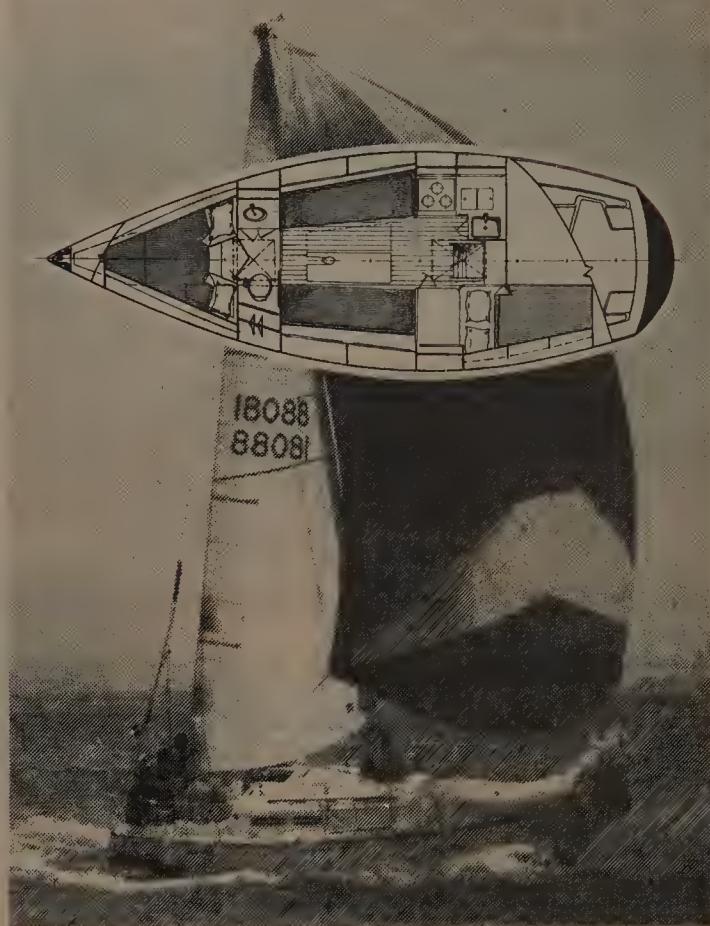
MOVING UP — COASTAL CRUISERS

★ 27' DUFOUR 2800	\$35,000
29' CASCADE Dsl., custom finish	27,500
30' CAPE DORY dsl, Alberg dsn	45,000
30' NEWPORT II Two spin, AP, CNG	31,000
30' BODEGA Burns dsgn	27,500
★ 30' PEARSON Autopilot, dodger, clean	NOW 2 fm 26,800
★ 30' ISLANDER BAHAMA Wheel, Signet, 2 fm	39,500
30' ERICSON Well equipped, 3 sails, inb	27,000
★ 30' WILLARD 8 ton f/k, cutter, wheel, dsl	49,500
★ 30' TARTAN Nice cond., owner anxious	As is 22,000
★ 31' PEARSON DS, WP, Spinn, will trade dn	NOW 37,000
★ 31' COLUMBIA 9.6 dsl, 4 sails, heater	36,000
32' MARIEHOLM FOLK/BOAT Dodger	38,000
★ 32' ERICSON Inboard, well kept	2 fm 28,000
★ 33' US Dsl, rod rigging, roller frl, roomy	37,500
33' KALIK New BP, teak decks, Swan Quality	OFFER
★ 33' RANGER WP, WS, x-tra nice	38,900
34' CORONADO Dsl, Spin,	34,000
36' ISLANDER Full spin gear, avon	41,000
36' HUNTER Will trade down	52,500

C & C's GALORE — RACE OR CRUISE

C & C 26' Dsl, Spin, 6' headroom	\$31,500
★ C & C 29 Diesel. Spin. gear, Keel shoe	2 fm 38,000
C & C 30 ½ ton, custom, 12 sails	33,000
★ C & C 34 4 Sails, dsl, wheel, new BP	59,500
C & C 35 MKII Lots of gear	58,500
C & C 36 Custom rig, loaded, Loran C	89,500
★ C & C 36 Dodger, Loran, all canvas	Now 73,500
★ C & C 38 Full hydraulics, Loran C, New LPU	79,500
★ C & C 40' As new, spinn., good elect, full race	120,000

★ VESSELS ON DISPLAY IN OUR HARBOR



SEA QUAKE — C&C 29

A fully found yachts with loads of gear. Cruised & raced locally, she has all the amenities — CNG stove w/oven, Electrosan head, Cole cabin stove, 110 shore power, a roomy interior with chart table. Above decks — wheel steering, swim ladder, Combi 6 with WP, WS, depth, close-hauled, full spinnaker gear, folding prop, back stay tensioner, cunningham and vang, main with 2 reefs, 3 jibs and 2 spinnakers. She is in superb condition.

\$38,000



Bristol 40

Classic Ted Hood design, full keel with cutaway; a combination that gives you performance and sea-kindly off-shore stability. She is a joy to sail and with all the custom features from Bristol yachts, a joy to behold. From the Zodiac to the Radar she is perfect. Call for an inventory.

\$110,000

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**KERMIT PARKER
YACHT BROKERAGE**
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San Rafael Yacht Harbor, 557 Francisco Blvd., San Rafael, CA 94901



32' ARIES SLOOP

Volvo MD2 diesel, autopilot, vane, club jib, cabin heater.
A well-balanced sailer in excellent condition.

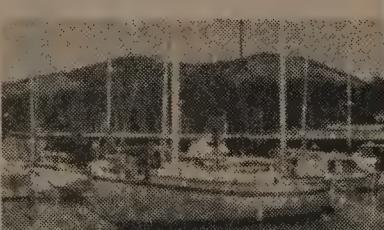
\$31,000.00



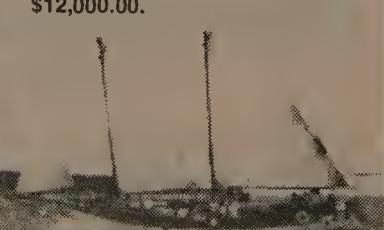
32' ISLANDER Cutter. 1975, Yanmar dsl, dodger, windvane, Loran Si-Tex. Two boat owner. Offers.



40' STADEL Ketch. 1967, 1 1/4" mahogany on oak, monel fastened. GMC dsl, autopilot, qualifies for Master Mariners. \$46,000.00.



32' WESTSAIL Cutter. Proven cruiser, loaded with everything imaginable. Asking \$52,000.00.



33' ALDEN Sloop. Yanmar dsl w/30 hrs, strip planked mahogany, VHF, ds, sumlog. \$15,000.00.

42' CHAPELLE Schooner. Built 1981, in very bristol condition. Owner must sell. Call for details and price.

Interested in buying or selling a vessel? See us first.

EDGEWATER YACHT SALES

1306 BRIDGEWAY

SAUSALITO, CA 94965

(415) 332-2060



39' YORKTOWN

1979, fiberglass with Perkins diesel. Well-equipped, an excellent buy. \$19,000.00.



45' GARDEN PORPOISE Ketch. Large roomy quality, loaded with gear. Must sell.

26' COLUMBIA. Well-equipped, perfect family sailer. Only \$7,000/Offers.



36' OFFSHORE CRUISING KETCH

Diesel, mahogany planked, teak decks. Completely refurnished. Try \$22,500.00.



28' FIBERFORM. W/trlr, dual stations, twin engines. Owner will take a partner or sell all.

28' SCARAB. Flybridge Seaskiff, good equipment, clean, rebuilt engine. \$Only \$6,500.



41' CT 41.

William Garden design, fiberglass, full keel. All in good condition. Try \$40,000.00.

What's Keeping You From Owning An Express 37?

Price: Because Alsberg Brothers is known for building extremely high quality, fully outfitted yachts with the finest equipment; many people assume that the 37 costs more than the average cruiser/racer. Not so. A sailaway 37 is less expensive than a comparably equipped Tar-tan 37, C&C 38, Sabre 38, Pearson 38, Freedom 36, Ericson 38, Beneteau 375, etc!

Construction: There is no production boat built with the combination of high quality materials and sophisticated construction methods used by Alsberg. These materials and methods mean safety and *long term durability*. Terry Alsberg believes this strongly enough to offer a lifetime warranty to the original owner.

Intimidation: You've heard she's fast. In the days of Nathaniel Herreshoff a "proper yacht" had to be fast and handle smartly. Unfortunately, thanks to some squirrelly boats designed to the IOR rule, many people these days equate speed and responsiveness with intractability. They've never sailed an Express 37. Her clean undistorted lines, small foretriangle, stability, and amazing ease of handling are the reasons novices and experts, cruisers and racers seek her out. Look at the 37 owners here on the Bay:

21% — The 37 is their first boat 27% — Blue water and coastal cruise — no racing
16% — Liveaboard 47% — Had never raced before 73% — Now race one-design & cruise

Comfort: On deck and below a 37 is not merely comfortable but elegant. The cockpit is contoured for comfortable seating and it's long enough to sleep in. The aft deck has room for two deck chairs! The wide side decks allow safe and easy movement around the boat underway or at dockside. The boom is high enough so it's not a head knocker. Below — Yachting magazine said the 37, "regardless of the claims of other builders, has the only furniture quality joinerwork we've seen on a production boat." If you like the clean lines of Finnish or Bauhaus architecture, you'll appreciate her elegance. She's even available with an aft cabin.

Versatility: In 1985 alone San Francisco Express owners have cruised short handed across the Bay and across the Pacific. They've daysailed with their families. They've lived-aboard. They've won their PHRF division on the Bay. They've won the Cabo San Lucas race. They've won the TransPac. Thirteen of them are racing in one-design this season. There is no other boat that can make all this possible.

Value: Astounding durability, versatility, a strong and growing one-design association, and highly competitive pricing all contribute to value. But, more importantly, she's not just this year's boat. She's not designed in reaction to a European invasion, or the latest cruising trend, or a quirky rating rule. She's a boat that you and your family will enjoy and grow with for years.

Now, what's keeping you from owning an Express 37?

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